

**BY ORDER OF THE COMMANDER
AIR EDUCATION AND TRAINING
COMMAND**

AETC INSTRUCTION 36-2205, Volume 4

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Personnel

**FORMAL FLYING TRAINING
ADMINISTRATION AND MANAGEMENT--
T1A, T6A, AND T38C**

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This instruction implements Air Force Policy Directive (AFPD) 36-26, *Total Force Development*. It establishes policy for student administration as well as for conduct and documentation and provides management guidelines for all Air Education and Training Command (AETC) undergraduate pilot training (UPT) courses and graduate pilot training courses in the T-1A, T-6A, and T-38C aircraft. It applies to all undergraduate and graduate flying training wings and groups conducting UPT or graduate pilot training in these aircraft and to members of the Air National Guard (ANG) and the Air Force Reserve Command (AFRC) enrolled in applicable AETC flying courses. The Euro-NATO joint jet pilot training (ENJJPT) plan of operation, memorandum of understanding, and steering committee guidance, as applicable, will take precedence over the policy established in this publication. This instruction does not apply to Introduction to Fighter Fundamentals (IFF) training. Each unit will coordinate its supplement with AETC/A3FP before publication and forward one copy to AETC/A3FP after publication. Submit suggested changes to this instruction on AF Form 847, *Recommendation for Change of Publication*, through command channels, to AETC/A3FP, electronic mail (E-mail): aetc.a3fp@us.af.mil. This instruction requires collecting and maintaining information protected by the Privacy Act of 1974, authorized by Title 37, United States Code, Section 301a, *Special and Incentive Pays*; and Executive Order 9397, which authorizes collection of the social security number. System of records notices F011 AF XO A, Aviation Resource Management System (ARMS); F036 AETC U, Flying Training Records—Student; F036 AETC Y, Training Integration Management System (TIMS) Records; Flying Training Records—Student; F036 AETC B, Graduate Training Integration Management System (GTIMS) Records apply and are available on line at <http://www.defenselink.mil/privacy/notices/usaf/>. Ensure all records

created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW the Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). See [Attachment 1](#) for a glossary of references and supporting information.

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. Major changes include: deletes policy guidance for undergraduate helicopter training and joint training with the Navy; adds a new chapter covering general overview and waiver policy (chapter 1); changes the requirement to relieve casual student officers from all details from 10 to at least four calendar days prior to their UPT class start date (paragraph 2.1.2.3.3.); updates guidance on courseware availability (paragraph 2.5.); adds guidance on UFT academic integrity standards (paragraph 2.6); updates guidance on the academic training scheduling (paragraph 2.7.); updates guidance on the fitness assessment (paragraphs 2.9.1. – 2.9.4.); adds guidance for TDY-to-school funded candidates that do not meet weight-for-flight standards (paragraph 2.10); deletes the requirement to report the student's last four digits of SSN when placed on administrative hold (paragraph 2.11.); revises guidance on documenting overall lessons graded F or G (paragraph 3.2.4.1.2 – 3.2.4.5.2); clarifies how to complete the gradesheet for a solo formation sortie (paragraph 3.2.4.3.); adds contact for ordering AETC Form 31 (paragraph 3.5.6); adds guidance on authenticating AETC Form 240-5 (paragraphs 3.5.11.3.1 and 3.5.11.3.2.); deletes CAP guidance that is now in AETCI 36-2205, Vol. 1 (paragraphs 4.1.1., 4.1.2., 4.5.1, and 4.5.2.); clarifies guidance on continuation training meetings (paragraph 4.2.6.); clarifies guidance on entering students into the commander's review process (paragraph 4.3.2.); updates the approval authority's options concerning student elimination due to academic deficiency (paragraph 4.3.5.3.); adds a paragraph addressing attempt to DOR by rated pilots (paragraph 4.4.2.2.); adds guidance addressing student misconduct or non-judicial punishment (paragraph 4.4.3.); updates guidance for maintaining student entry, production and elimination data (paragraph 4.4.4.); establishes procedures for uploading CR packages (Table 4.1.); clarify airsickness medication guidance (paragraph 5.2.7); adds a paragraph on manifestation of apprehension (paragraph 5.4.); updates guidance on centrifuge failures (paragraphs 5.6.1. – 5.6.2.); clarifies guidance on flight briefings (paragraph 6.5.1.); clarifies guidance on night briefings (paragraph 6.5.2.); clarifies guidance on EPQ requirements (paragraph 6.7.); clarifies guidance on incomplete sorties (paragraph 6.8. – 6.8.2.); clarifies guidance on grading procedures (paragraph 6.9.); clarifies guidance on category check procedures (paragraph 6.10. – 6.10.3.); clarifies guidance on check flight continuation training meetings (paragraph 6.11.); removes the flight commander ranking matrix and adds a website location (paragraph 8.8.1.2.); updates the ENJJPT merit order calculation (paragraph 8.9.1.1. and 8.9.1.3.); clarifies trophy requirements for the Order of Daedalians AETC Commander's Trophy (paragraph 9.3); updates procedures for the Orville Wright Achievement Award nomination packages (paragraph 9.5.)

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Chapter 1

OVERVIEW

1.1. Introduction. This instruction outlines the responsibilities for units conducting flying training in AETC undergraduate and graduate pilot training courses in the T-1A, T-6A, and T-38C aircraft. Each unit must institute procedures to ensure training, documentation, practices, and procedures are accomplished IAW this instruction. This instruction complements AETCI 36-2205, Volume 1, *Formal Flying Training Administration and Management*.

1.2. Waivers. Policy and procedures are enacted to provide quality and consistency in training and evaluation whether at an undergraduate or graduate level. Occasionally, unique circumstances may warrant special consideration and possible waiver of policy provisions. At the same time, because it is important to preserve fidelity of training, evaluation, and policy implementation throughout the command, a process must be established for review of proposed waivers.

1.2.1. Waivers that change the intent of the policy outlined in this instruction are not authorized without AETC/A2/3/10 (T-2 waivers) approval. Unless otherwise stated in this document, Wing Commanders (CCs) (T-3 waivers) are the approval authority for individual personnel exceptions to the policy outlined in this instruction caused by special or unusual circumstances.

1.2.2. **AETC Units.** Coordinate T-2 waivers through AETC/A3FP as appropriate. Squadron commanders (SQ/CCs) will submit all T-2 waiver requests through command channels in electronic format. Waiver requests must provide justification why the individual or unit cannot comply with requirements. AETC/A3FP and the units will file a copy of approved waivers to this volume according to Air Force Instruction (AFI) 33-360, *Publications and Forms Management*.

1.2.3. **Operations Group (OG) Commander.** The OG/CC of local supplements will handle waivers to unit supplemental guidance.

Chapter 2

STUDENT ADMINISTRATION

2.1. Casual Student Officer Management:

2.1.1. **General.** Casual student officers are those who have reported to their assigned specialized UPT (SUPT) or ENJJPT base and are awaiting training. AFPC/DPSIP uses a computer program to efficiently schedule casual student officers for initial flight screening (IFS) (if needed) and SUPT/ENJJPT and to minimize their “casual” time prior to entering the training pipeline.

2.1.2. Roles and Responsibilities:

2.1.2.1. The student squadron (STUS) manages all casual student officers. At ENJJPT, the operational support squadron (OSS) is responsible for casual student officer management. **Note:** For ENJJPT, substitute the corresponding OSS position as appropriate for all STUS references in this chapter. (T-2)

2.1.2.2. Wings will not change any IFS or UPT training dates. (T-2) Each wing will develop a list of “hot spares,” primarily Officer Training School graduates, who have completed IFS. (T-2) The purpose of “hot spares” is to fill any SUPT training slot that may go unfilled as a result of higher than anticipated IFS attrition. If a student requires adjustment to the assigned training dates, the STUS supervisor will contact AFPC/DPSIPS at DSN 665-2102 for resolution.

2.1.2.3. The STUS/CC or designated STUS supervisor will:

2.1.2.3.1. Categorize casual student officers based on the time between their report date and their UPT class start date: short-term (90 calendar days or less) and long-term (more than 90 calendar days). Short-term casual student officers will normally stay in the operations group to ensure completion of all in-processing, temporary duties (TDY), and permanent change of station (PCS) requirements, and will only fill short-term or one-time manpower requirements. (T-3)

2.1.2.3.2. Attempt to detail long-term casual student officers within the operations group. If a place in the group is not available, these officers may be detailed throughout the wing. (T-3)

2.1.2.3.3. Relieve casual student officers from all details at least four calendar days prior to their UPT class start date. (T-3)

2.1.2.3.4. Place UPT eliminees on casual status until they depart the base for a PCS. (T-2)

2.1.3. **Accountability.** Casual student officers are valuable Air Force members, and the STUS must maintain accountability. The STUS/CC maintains administrative control (ADCON) over all casual student officers, regardless of the unit they support. (T-2) The STUS/CC will ensure casual student officers are ready to start scheduled training, provide continuing professional development, and motivate students for their flying careers. ADCON includes, but is not limited to, the following actions:

2.1.3.1. Disciplinary Action. The STUS/CC is the first level authority for all Uniform Code of Military Justice (UCMJ) actions.

2.1.3.1.1. The STUS/CC will monitor each casual student officer's performance from the date of arrival until departing the base for his or her follow-on assignment. (T-3)

2.1.3.1.2. If prior to entry into UPT, a casual student officer's performance or conduct becomes questionable and the STUS/CC believes the student should be removed from the pilot training selection list for cause, the STUS/CC will notify AETC/A3FP. (T-2)

2.1.3.1.3. The wing commander (WG/CC) will determine if a casual student officer should be removed from the pilot training selection list for "cause" based on the respective subordinate commander's recommendation and the totality of the circumstances. (T-2) When the misconduct is serious enough to warrant discharge from service under AFI 36-3206, *Administrative Discharge Procedures for Commissioned Officers*, the responsible AETC show-cause authority initiates discharge action. (T-1) Refer to AFI 36-3207, *Separating Commissioned Officers*, for additional administrative procedures. Notify AFPC/DPSIP using the procedure in AFI 36-2110, *Assignments*, paragraph 2.41.2, *Officers Eliminated from Flying Training or Technical Training*. (T-2) In addition, notify AETC/A3RA and AETC/A3FP.

2.1.3.2. Recalls. Casual student officers will report to their STUS supervisor according to the recall option for accountability and sign-in prior to reporting to their duty assignment. (T-3)

2.1.3.3. Duty Hours. Casual student officer duty supervisors are responsible for maintaining accountability of the casual student officers during all duty periods. (T-3)

2.1.3.4. Mentoring. All casual student officers will be present for mentoring sessions set by their STUS supervisor, as required. Students will be released back to their duty assignments upon completion. (T-3)

2.1.3.5. Mishap Reporting. Casual student officer duty supervisors will notify the STUS supervisor of any on- or off-duty mishap. (T-3) If the duty supervisor completes an AETC Form 435, *Mishap Data Worksheet*, route it through the STUS supervisor and the STUS/CC. (T-3)

2.1.3.6. Squadron Commander Calls/Safety Meetings. Release casual student officers to attend all STUS/CC calls and safety meetings unless their duty is mission critical and their absence is coordinated with their STUS supervisor. (T-3)

2.1.3.7. Letter of Evaluation (LOE). Duty supervisors of casual student officers are highly encouraged to complete an optional LOE, which is the appropriate tool to capture a casual student officer's performance. While the optional LOE is not filed in the selection record, it provides performance information to the subsequent rater for consideration when accomplishing the follow-on report (training or evaluation report). Officers may include their LOE in a letter to the board (for example, central selection board, force-shaping board, etc.), if convened prior to their next evaluation. In addition to LOEs, excellent performance can be documented with a decoration that will become a

part of the selection record. By completing optional LOEs, a level playing field is maintained among all students, regardless of casual status duties. LOEs and decorations will be routed through the STUS supervisor for STUS/CC recommendation and approval. (T-3)

2.1.3.8. **Leave.** Casual student officers will coordinate leave and pass requests through their duty supervisor prior to submitting them to their STUS supervisor for approval. (T-3)

2.1.3.9. **Physical Training (PT).** Casual student officers will participate in the STUS fitness program. (T-3)

2.1.3.10. **Supervisors.** The SUPT T-6A class commander or T-6A ENJJPT military training officer (MTO) assumes supervisory responsibility for the students during the Primary Phase of UPT. (T-2) The SUPT T-38C/T-1A class commander or T-38C ENJJPT MTO assumes supervisory responsibility during the Advanced Phase of UPT. (T-2) The STUS will supervise UPT eliminees until they PCS from the base. (T-3) During each transfer of supervisory responsibilities, the losing supervisor will brief the gaining supervisor on each student's progress, potential, and any problems affecting the student's training. (T-3)

2.2. Course Entry Administration. Units will review incoming student records to verify they are complete. (T-2) Students must meet course entry prerequisites established in the syllabus. (T-2) If a student does not meet the course entry prerequisites, contact AETC/A3FP before entering the student into training. (T-2) As a minimum, units will review the following student records (or their equivalents) prior to any formal training:

2.2.1. **Standardization/Evaluation (Stan/Eval) Records.** These records are maintained in the flight evaluation folder (FEF). Depending on aircrew specialty, some individuals may not yet possess an FEF. Students should hand-carry FEFs to training according to the education and training course announcements (ETCA) course requirements. If required, flying training units forward applicable AF Form 8, *Certificate of Aircrew Qualification*, and other stan/eval records and documents to the student's home or gaining unit upon completion of training.

2.2.2. **Training Folders or Records from Previous Courses** (*Pipeline students only*). Pipeline students are those students who have not yet transferred PCS to an operational unit as permanent party members. If training records are not available, contact AETC/A3FP.

2.2.3. **Training Summaries (AETC Form 1122 Series) and Student Biographies.** The SQ/CC, squadron operations officer (SQ/DO), flight commander (FLT/CC), or designated representative should review all training summaries and student biographies included in the student training record.

2.3. Quota Management. The programmed flying training (PFT) document establishes the baseline for student quota management, which reflects real-time changes and are the AETC aircrew training primary source documents for class entry dates, student load, and production schedule information. AETC/A3RA maintains the quota management worksheets. These worksheets are available at <https://cs3.eis.af.mil/sites/OO-OP-AE-57/default.aspx>. AETC provides class quotas annually via electronic PFT pages. AETC/A3RA notifies affected units when quotas change.

2.3.1. Units should obtain class entry rosters from the Military Personnel Data System Oracle Training Administration (OTA) or the Defense Integrated Military Human Resources System before class entry. (T-2) Obtain rosters as early as possible to allow identification of excess capacity. Contact AETC/A3RA and AFPC/DPPAO to fill excess capacity if identified with adequate lead time.

2.3.2. Units will report roster discrepancies as soon as they are discovered but no later than three duty days following the class start date. (T-2) Report changes, discrepancies, and graduation delays to AETC/A3RA, AFPC/DPPAO and AETC/A3FP. (T-2) In addition, report graduation delays and changes impacting track/aircraft assignment to AFPC/DPAOT. (T-2)

2.4. Production Metrics Report. AETC/A3RB is the point of contact (POC) for flying training production metrics. At the beginning of each fiscal year, AETC/A3RB uploads the PFT document to the flying training production analysis (FTP) web-based input tool. (T-2) The OG/CC or designated POC will update the FTP with *actual* entries, gains, losses, attritions, graduate numbers and notes, if applicable. (T-2) For SUPT only, class demographics for entries, graduates, and attritions are required for each phase. (T-2) These updates are due five duty days after the class start date and class graduation date. (T-2)

2.5. Courseware Availability. Students may access courseware material for SUPT and Pilot Instructor Training (PIT) at <https://uftcourseware.randolph.af.mil/dlp/Default.aspx>. (T-2)

2.6. Undergraduate Flight Training (UFT) Academic Integrity Standards: At the beginning of the Preflight Phase and before any academic testing, STUS/CC will brief students on AETC's Academic Integrity standards found in AETCI 36-2909, *Recruiting, Education, and Training Standards of Conduct*. (T-2) Student will then sign AETC's UFT Academic Integrity Standards document. (T-2) The document can be downloaded from the AETC Bookstore, "General Pubs" tab at: <https://trss3.randolph.af.mil/bookstore/home/homePage.aspx>. Once signed, scan the document and place it in student's training folder. (T-2) Note: Local bookstores may maintain copies of the Undergraduate Flight Training Academic Integrity Standards document to facilitate this requirement.

2.7. Academic Training Scheduling. Do not schedule UPT students for more than six hours per day of testable classroom and/or computer-assisted instruction for academic subjects. (T-2) Do not schedule graduate students for more than eight hours per day. (T-2) Examinations are considered testable material. If students elect, they may accomplish computer-assisted instruction/self-study beyond the maximum scheduled hours. (T-3)

2.8. Special Reporting Procedures for ANG and AFRC Students. SQ/CCs will ensure the following actions are taken:

2.8.1. For ANG or AFRC Students Experiencing Difficulty:

2.8.1.1. Units will notify AETC/A3G (for ANG) or AETC/A3H (for AFRC), as appropriate, via E-mail when an ANG or AFRC student requires a progress check (PC) or an elimination check (EC), enters the commander's review (CR) process, is placed on administrative hold, or is eliminated from or reinstated in training. (T-2) In addition, notify AETC/A3G (aetc.a3gworkflow@us.af.mil) or AETC/A3H (aetc.a3hworkflow@us.af.mil), as appropriate, when a student washes back a class or there is reasonable doubt about a student's potential to complete a training syllabus. (T-2)

Include the student's home unit and National Guard Bureau (NGB)/A3O or NGB/A3OC, or AFRC/A3TB, as applicable, as addressees on the E-mails.

2.8.1.2. Students experiencing difficulty may include those assigned to a fighter unit who lack the potential to complete follow-on fighter training. Under these circumstances, refer to paragraph 2.8.2 for the administrative review process.

2.8.2. For ANG and AFRC SUPT Fighter-Bound Students.

2.8.2.1. The OG/CC, SQ/CC, FLT/CC, and ENJJPT MTO will review an ANG or AFRC student's training if the student falls to the bottom half of the class within five weeks of track select (Primary Phase) or any time the student lacks the potential to complete follow-on training (Primary or Advanced Phase). (T-2)

2.8.2.2. If the review determines the student lacks the potential to complete follow-on training, the OG/CC will inform the student's home unit, AETC/A3R, AETC/A3F, AETC/A3G or AETC/A3H, and NGB/A3O and NGB/A3OC or AFRC/A1 and AFRC/A3 by E-mail. (T-2) NGB/A3O or AFRC/A3 then must make one of the following decisions: (1) continue training; (2) request a change from AETC/A3RA (prior to the start of the Advanced Phase) to a track other than T-38Cs, and continue training with a change in assignment to a non-fighter unit if the training change request is approved; or (3) remove the student from training. Once a decision is made, NGB/A3O or AFRC/A3 will pass the decision on to AETC/A3R, AETC/A3F, AETC/A3G or AETC/A3H. If the student's track is changed, NGB/A3OC or AFRC/A3TB will notify AETC/A3RA. (T-2) AETC/A3RA will notify the base via the track-select process.

2.8.3. **Graduation Notification.** If the PFT graduation dates changes, units will notify the student's home unit and NGB/A3OC or AFRC/A3TB of the student's new graduation date by E-mail no later than 30 calendar days before the new date. (T-2) When it appears a student may graduate late, notify the student's home unit as soon as possible. Send an information copy to AETC/A3G or AETC/A3H, as appropriate.

2.9. Physical Training (PT) Program. Students participate in a scheduled PT program according to the appropriate syllabus; AFI 36-2905, *Fitness Program*; AETCI 11-406, *Fighter Aircrew Conditioning Program (FACP)*; and AFPAM 11-419, *G-Awareness for Aircrew*. (T-1)

2.9.1. U.S. Air Force (USAF) UPT students require a current passing (Satisfactory or Excellent) FA to advance to the Primary Phase. If students do not have a passing FA by the completion of the Preflight Phase, STUS/CC will:

2.9.1.1. Remove them from training and place on administrative hold status until passing the FA. (T-2)

2.9.1.2. Notify AETC/A3FP (reference paragraph 2.11.2). (T-2)

2.9.1.3. Enter them into the CR process and notify AETC/A3FP if they do not passed the FA after the 90-day reconditioning period. (T-2)

2.9.2. Group (flight, class, etc.) physical training is highly encouraged to build esprit de corps, but it is not required.

2.9.3. All students (including those at ENJJPT) must have a current FA with a passing score to attend survival, evasion, resistance, and escape training after graduation from UPT. (T-2)

2.10. Weight-for-Flight Standards. AFI 48-123, *Medical Examinations and Standards*, establishes weight-for-flight standards for flying in ejection-seat aircraft. Prior to their first flight, units will brief students on the capabilities and limitations of the ejection seats in their unit's aircraft. (T-2) TDY-to-school funded candidates failing to meet these standards upon arrival at training will result in training cancellation and members will be returned to their previous base. (T-3) Undergraduate students in training who are outside the weight-for-flight range are given until they reach the flight line to get their weight into the proper range. (T-2) Enter UPT students who do not meet the weight for flight standards into the CR process and notify AETC/A3FP (reference paragraph 2.11.2). (T-2) Comply with AFI 48-123 for graduate students. (T-1)

2.11. Administrative Hold. Units will place students whose training has been suspended for other than medical reasons for more than seven calendar days on administrative hold. (T-2) Students on administrative hold are removed from training and will not attend flightline activities or participate in any training. (T-2) Units should use administrative hold judiciously for extenuating circumstances, to include family serious illness or death, or other personal problems beyond the individual's control. Units will notify the host aviation resource management (HARM) office and the registrar of all administrative hold actions. (T-2) The registrar will update the student's status in OTA (if required) to reflect the student status codes. (T-2) Refer to AETCI 36-2205, Volume 1, for administrative hold procedures for temporary medical disqualifications.

2.11.1. Unit will notify AETC/A3FP (AETC.A3FP@us.af.mil) when:

2.11.1.1. UPT or PCS-to-training graduate students are on administrative hold for more than 30 calendar days, or may reach this threshold (reference paragraph 2.12.2). (T-2)

2.11.1.2. TDY-to-school funded students have a training delay over seven calendar days (reference paragraph 2.12.3). (T-2)

2.11.1.3. UPT students are on administrative hold for centrifuge training failure (reference paragraph 5.5). (T-2)

2.11.1.4. Primary Phase UPT students are on administrative hold for an FA failure (reference paragraph 2.9.1). (T-2)

2.11.1.5. Advanced Phase UPT students are on administrative hold for failing to pass their FA by their class graduation date (reference paragraph 2.9.2). (T-2)

2.11.1.6. Students are on administrative hold for medical reasons. (T-2)

2.11.2. AETC/A3FP notification will include:

2.11.2.1. Student's name (last, first, middle initial) (T-2)

2.11.2.2. Current class and scheduled course completion/graduation date (T-2)

2.11.2.3. Date placed on hold and reason for training delay (T-2)

2.11.2.4. Expected return to training date (Update AETC/A3FP if this date changes.) (T-2) Note: If sending Privacy Act (PA)/Personally Identifiable Information (PII) via E-mail, mark "For Official Use Only (FOUO)" and digitally encrypt the E-mail).

2.12. Training Delay:

2.12.1. **Medical.** UPT students requiring extended medical treatment beyond their assigned UPT class start date will be administratively entered into training and placed into a duty not including flying (DNIF) status on the class start date. (T-2) Adhere to timelines for student administrative hold and medical extensions according to AETCI 36-2205, Volume 1.

2.12.2. **PCS-to-Training Students.** If students are on administrative hold for more than 30 calendar days, or may reach this threshold, the assigned unit will notify AETC/A3FP (reference paragraph [2.11.2](#)). (T-2) Suspension of the student's aeronautical orders and (or) a CR may be warranted for students who spend extended time on administrative hold. Refer to the applicable syllabus for students returning to training.

2.12.3. **TDY-to-School Funded Students.** The assigned training unit will notify AETC/A3FP and AETC/FMAM of any student training delays over seven calendar days and ensure the student's orders are amended (reference paragraph [2.11.2](#)). (T-2) AETC/A3FP will in turn notify AETC/A3R.

2.13. Students in Transition Status. Commanders will assign students awaiting PCS training, eliminees, administrative hold, etc., to duties commensurate with their background, training, and grade. (T-3) Contact AETC/A3G or AETC/A3H for the disposition of ANG and AFRC students. (T-3)

Chapter 3

TRAINING FOLDER

3.1. Introduction:

3.1.1. Each student will have a training folder. (T-2) The training folder will consist of the electronic TIMS/GTIMS training folder and other required training documents not maintained in TIMS/GTIMS. (T-2) If a backup version of the TIMS/GTIMS training folder is maintained, the unit will address procedures in local unit guidance. (T-2) Units will ensure students only have access their own training folder. (T-2)

3.1.2. In addition to the training folder, the FLT/CC will maintain personal information folders (if required) on students to protect information of a personal nature, inappropriate for public access, or sensitive in nature, and thus not appropriate for the training folder. (T-2) Use AF Form 174, *Record of Individual Counseling* or AETC Form 173, *Student Record of Academic/Nonacademic Counseling and Comments*, to record counseling entries maintained in the personal information folder. (T-2) Annotate on an AF Form 4293, *Student Activity Record*, in the student's training folder when a counseling session is conducted. (T-2)

3.1.3. The FLT/CC will ensure training folders and personal information folders are secured to prevent unauthorized access. (T-2)

3.1.4. Instructors will ensure each aircraft, aircrew training device (ATD), and academic and ground training event is recorded in the training folder. (T-2)

3.1.5. Units will establish procedures to conduct periodic student training folder reviews to ensure accurate and complete documentation of each student's training. (T-2)

3.2. Contents. Include the following items in the training folder, as applicable.

3.2.1. AETC Form 101, *Student Performance Summary*. (**Note:** A memorandum for record (MFR) maintained in TIMS/GTIMS may be substituted for the AETC Form 101.) (T-2)

3.2.2. AF Form 4293. (TIMS/GTIMS) (T-2)

3.2.3. Academic examination grades summary. (TIMS/GTIMS) (T-2)

3.2.4. Gradesheets. (TIMS/GTIMS) (T-2)

3.2.4.1. Instructors will provide postflight comments in the comment column of the grade sheet on individual maneuvers. (T-2) Write comments in a way that provides continuity from one instructor pilot (IP) to the next and alerts IPs to the areas and objectives they should concentrate on for the ensuing sortie. (T-2)

3.2.4.1.1. As a minimum, provide comments for any maneuver graded below the previous unit maneuver item file (MIF) proficiency level. (T-2) For graduate pilot training courses, postflight comments are required only on items graded below the previous unit MIF, if in the instructor's judgment the student may have difficulty meeting MIF by the end of the unit. (T-3) Ensure comments are consistent with assigned grades and the course training standards (CTS).

3.2.4.1.2. If the overall lesson grade is fail (F) or unsatisfactory (U), instructors will provide comments on all maneuvers graded below the previous unit MIF and any

weak areas that need to be highlighted. (T-2) Consolidate comments in the “Overall Comments” section under the “Comments” tab. Comments will follow the cause-and-effect format to document the substandard performance and identify the root cause. (T-2) Each MIF item will be addressed separately. (T-2) Do not use a MIF item to justify a downgrade of other MIF item(s) without a corresponding down grade of the first MIF item. (T-2) Do not bundle multiple MIF items under a single MIF item. (T-2).

3.2.4.1.3. Units may use the AF Form 4293 instead of the grade-sheet to document substandard performance outlined in paragraph 3.2.4.1.2. The OG/CC will ensure the documentation methodology is standardized in each MDS. (T-2)

3.2.4.2. As a minimum, in the “Overall Comments” section under the “Comments” tab, instructors will include the mission profile, overall assessment of the student’s characteristic performance, and any recommendations for the next IP. (T-2)

3.2.4.3. For solo formation sorties, instructors will record the name of the IP in the formation in the “Overall Comments” section under the “Comments” tab. (T-2) Do not put the IP’s name on the grade sheet. (T-2)

3.2.4.4. Log all student-flown landings, patterns, and approaches on each ATD and aircraft event. (**Note:** The résumé should reflect all landings, patterns, and approaches accomplished by the student.) (T-2)

3.2.4.5. Grade sheet Review. Document grade sheet reviews in the “Grade sheet Reviews” section under the “Docs” tab. A formal review is required by the student and next IP on all grade sheets. (T-2) In addition:

3.2.4.5.1. If the lesson is incomplete, the approval authority for the incomplete sortie will indicate approval by documenting a formal review. (T-2)

3.2.4.5.2. If the overall lesson graded is fair (F) or unsatisfactory (U), the student’s FLT/CC and assigned IP will review the grade sheet and document the formal review.

3.2.5. CR paperwork. (T-3)

3.2.6. Messages/E-mail (ANG and AFRC, if applicable). (T-3)

3.2.7. Student officer’s biography (optional). (T-3)

3.2.8. Student résumé (TIMS/GTIMS). (T-2)

3.2.9. Grade report for each category and training medium. (TIMS/GTIMS) (T-2)

3.2.10. Record of emergency procedure (EP) training. (TIMS/GTIMS) (T-2)

3.2.11. Record of special syllabus requirement accomplishment. (TIMS/GTIMS) (T-2)

3.2.12. Centrifuge Evaluation (*UPT T-38C Advanced Phase*). (T-3) After completing centrifuge training, the centrifuge training facility should provide an evaluation regarding anti-G straining maneuver (AGSM) performance. Record the evaluation on AF Form 4293 and give it to the students for placement in their training folder.

3.3. Documentation. Accurate documentation of the student’s performance is a core competency and integral to the student training process. Failure to do so places the integrity of

the training program at risk, fails to portray an accurate picture of the student's actual performance, and improperly influences class ranking. Instructors will use an AF Form 4293 to document student training according to the applicable syllabus and this instruction. (T-2) Include all AF Forms 4293 in the student's training folder. (T-2) Instructors will provide a concise summary of the student's training and ensure entries clarify any training action. (T-2) Begin each entry with date of the event, subject or syllabus lesson numbers, overall lesson grade, and lesson duration (if applicable). (T-2) End each entry with the name, grade, and duty title of the instructor making the entry. (T-2) The student, student's assigned IP, and the FLT/CC must initial all entries. (T-2) If multiple entries are on a single AF Form 4293, each entry will comply with the above guidance. (T-2) Documentation is required for the following:

3.3.1. Administrative hold. (T-2)

3.3.2. Temporary medical disqualification (DNIF status). (T-2) Units may substitute a scanned or electronic copy of the AF Form 1042, *Medical Recommendation for Flying or Special Operational Duty* in the TIMS/GTIMS training folder for the AF Form 4293 entry.

3.3.3. Failure of any academic examination, category check, flight evaluation, PC or EC. (T-2) **Note:** At ENJJPT, PC is referred to as initial progress check (IPC) and EC is a final progress check (FPC).

3.3.4. Counseling session. (T-2)

3.3.5. Initial IP assignment and change of assigned IP or flight (update the TIMS/GTIMS résumé to reflect the current assigned IP). (T-2)

3.3.6. Assignment to and removal from the commander's awareness program (CAP). (T-2)

3.3.7. Training folder review prior to a PC, EC, or CR. The reviewing instructor will document any training anomalies, syllabus deviations, etc that were not previously documented. (T-2)

3.3.8. SQ/CC approval to fly the initial solo for any primary student who becomes airsick during any of the last five sorties preceding their initial solo. (T-2)

3.3.9. Authorization to proficiency advance out of a unit and reallocation of sorties to another unit. (T-2)

3.3.10. Authorization for additional training (AT). The authorization authority will identify the reasons for an AT sortie and sign or initial the entry. (T-2)

3.3.11. Results of the training review for students projected to exceed the syllabus maximum flying hour or sortie threshold. (T-2)

3.3.12. Entry into the CR process and elimination from or reinstatement into training. (T-2)

3.3.13. Syllabus deviation. (T-2)

3.3.14. Syllabus entry prerequisite waiver or syllabus waiver (required if AETC Form 6, *Waiver Request*, is not included in the electronic training folder). (T-2)

3.3.15. Airsickness or G-induced loss of consciousness (G-LOC) episode. (T-2)

3.3.16. Unusual occurrence that could affect the student's progress. (T-2)

3.3.17. Centrifuge Evaluation (*UPT T-38C Advanced Phase*). (T-2)

3.3.18. Training folder closeout statement. (T-2) Include a closeout statement in every training folder. (T-2) If the student was eliminated/withdrawn from training, state so in the statement. In addition for UPT Advanced Phase students, include the student's major weapon system (MWS) assignment. (T-2)

3.4. Student Training Records Disposition. Students usually obtain their training records during out processing and hand-carry them to their gaining unit. If the record is incomplete when the graduate departs, the training unit will forward the training record to the gaining unit via certified mail or E-mail within 10 duty days of the student's graduation. (T-2) The training unit will use appropriate E-mail encryption features to properly safeguard information sent electronically and will verify the electronic file is received. (T-2) Refer to **Table 3.1** for appropriate distribution of UPT training documents, including forms, records, and reports. (T-2) Upon completion of training or disenrollment, the training unit will maintain the student's records according to AETCI 36-2223, *Flying Training Student Information Management*. (T-2)

Table 3.1. UPT Training Document Distribution

Document	Student	Copy Distribution
AETC Form 240-5, <i>Summary Record of Training</i> (Note 1)	USAF	Original – flight record folder (per AFI 11-401, AETC Supplement 1, <i>Aviation Management</i>)
	ANG and AFRC	Original – flight records folder (per AFI 11-401, AETC Supplement 1) Student – 1 NGB/A3OC or AFRC/A1KP – 1 (Note 2)
	International (except ENJJPT)	Base international military student office (IMSO) – 1 (Note 3)
	International (ENJJPT)	Student – 1 Senior national representative (SNR) – 1
Student training folder (Notes 4, 5, 6)	USAF, ANG and AFRC	Original – according to RDS
	International (except ENJJPT)	Original – according to RDS Copy (for all tracks) – Base IMSO (Note 3)
	International (ENJJPT)	Original – according to RDS SNR – 1
AF Form 1256, <i>Certificate of Training</i>	All Students	Student – 1
AETC Form 1122A, <i>Summary Performance Report T-6A ALP/International</i> (Note 5)	International	Base IMSO – 1 (Note 3)
AETC Form 1122B, <i>Summary Performance Report T-38C</i>	USAF	Gaining AETC base – 1
	ANG and AFRC	NGB or AFRC – 1 (Note 2)

SUPT/ENJJPT (Note 5)		Gaining unit – 1
	International (except ENJJPT)	Base IMSO – 1 (Note 3)
	International (ENJJPT)	SNR – 1
AETC Form 1122F, <i>Summary Performance Report T-1A SUPT</i> (Note 5)	USAF	Gaining AETC base – 1
	ANG and AFRC	NGB or AFRC – 1 (Note 2) Gaining unit – 1
	International	Base IMSO – 1 (Note 3)

Notes:

1. Suspense is 10 duty days after the student graduates or is eliminated. (T-2) Follow-on training date may require completion of an AETC Form 240-5 immediately after graduation because this form is required for entry into training.
2. Send this form to NGB/A3OC, 3500 Fetchet Avenue, Joint Base Andrews, MD 20762 or AFRC/A1KP, 155 Richard Ray Blvd, Robins AFB GA 31098-1635, as applicable.
3. The base IMSO complies with distribution procedures in AFI 16-105, *Joint Security Cooperation Education and Training*.
4. Suspense is 10 duty days after the student graduates. (T-2)
5. Upon graduation from SUPT/ENJJPT or PCS for helicopter training (SUPT-H) at Fort Rucker, the HARM office or the local registrar forwards each student's training folder to the gaining AETC base or Fort Rucker, as appropriate. (T-2) If forwarded by the HARM office, the training folder, AETC Form 240-5 and AETC Forms 1122A, 1122B or 1122F are sealed in an envelope or hand-carried to the student's gaining AETC base. (T-2) The registrar may forward the training folder electronically. Use appropriate E-mail encryption features to properly safeguard information sent electronically. If a student's follow-on training is outside AETC, retain the training folders. The gaining unit's HARM office sends the training folder to the OG/CC for distribution to the appropriate flying training SQ/CC. (T-3) The last AETC flying base from which the student received training maintains the record for one year after the student departs. (T-2) Handle international and U.S. Navy (USN) records according to this instruction. (T-2)
6. The unit IMSO forwards international graduates' training documentation to Air Force Security Assistance Training (AFSAT). (T-2)

3.5. Training Documents. OG/CCs will standardize student training documentation and training folder content. (T-2) The following documentation is required:

3.5.1. Aeronautical Orders. The local HARM office will publish aeronautical orders according to AFI 33-328, *Administrative Orders*, and AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Aviation Badges*. (T-1)

3.5.2. AF Form 174 or AETC Form 173. Use these forms to document counseling sessions concerning sensitive personal problems. (T-2) Keep these forms in the personal information folders maintained by the FLT/CC. (T-2)

3.5.3. AF Form 475, Education/Training Record. Prior to course or phase completion resulting in a change of station, the losing unit will complete an AF Form 475 as required.

(T-1) The wording for comments on the AF Form 475 should be similar to an officer performance report and signed by the SQ/DO or higher.

3.5.4. **AF Form 1256.** Award this form to graduates of AETC formal flying training courses. (T-2) The training unit ensures graduates of the security assistance training program (SATP) receive an AF Form 1256. (T-2)

3.5.5. **AETC Form 6.** This form is used for all waiver requests. (T-2) WG/CC is actively involved and participates in all assignment actions affecting SUPT students, including any associated waiver requests. Route waiver requests through the SQ/CC, OG/CC, and WG/CC. WG/CCs requesting waivers to the track selection or MWS assignment processes will submit their recommendations through AETC/A3F to AETC/A2/3/10. (T-2) Completing this form is self-explanatory.

3.5.6. **AETC Form 31, *Certificate of Aeronautical Rating*.** Award an AETC Form 31 to SUPT, ENJJPT, Aviation Leadership Program (ALP) and T-6A International Flying Training graduates. (T-2) Completing this form is self-explanatory. To order this form, units should contact AETC/A3FP.

3.5.7. **AETC Form 99, *Student Pilot Personnel Data*.** All SUPT and ENJJPT students will complete an AETC Form 99 upon course entry. (T-3) Completing this form is self-explanatory.

3.5.8. **AETC Form 101.** Generate an AETC Form 101 for any student placed on CAP. (T-2) The form is a permanent part of the student's training record. Specify documented military deficiencies. These deficiencies may include unexcused tardiness or absences, traffic tickets, unaccompanied quarters inspection failures, weight program, violations, and dress and appearance according to AFI 36-2903, *Dress and Personal Appearance of Air Force Personnel*. Units may maintain an MFR in the student's TIMS/GTIMS training folder in lieu of the AETC Form 101. The MFR must address all areas listed on the AETC Form 101. (T-2)

3.5.9. **T-6A Solo Certificate.** Units will present a locally designed solo certificate to UPT, ALP and T-6A International Flying Training students following their initial T-6A solo. (T-3) A template is available on the AETC/A3F website, <https://www.my.af.mil/gcss-af/USAF/ep/globalTab.do?channelPageId=s6925EC13492A0FB5E044080020E329A9>.

3.5.10. **AETC Form 238, *T-38C Solo Certificate* (or AETC/A3FP-approved equivalent).** Present this form to SUPT, ENJJPT, and Advanced training program students following their initial T-38C solo. (T-3) The FLT/CC ensures the form is completed and presented to the student. (T-3) Completing this form is self-explanatory. A template is available on the AETC/A3F website, <https://www.my.af.mil/gcss-af/USAF/ep/globalTab.do?channelPageId=s6925EC13492A0FB5E044080020E329A9>.

3.5.11. **AETC Form 240-5.** Use the following guidance to ensure the AETC Form 240-5 provides an accurate record of training and appropriately documents accomplishments in UPT courses:

3.5.11.1. Generate a form for each student who enters a UPT course. (T-2) For international students, enter numeric check or flight/simulator evaluation scores rather than overall grades. (T-2)

3.5.11.2. Enter remarks on the form for outstanding achievements or awards, such as, distinguished graduate and any other pertinent information to indicate the student's performance, progress, or achievements during the course. (T-2)

3.5.11.3. The Chief, Host Aviation Resource Manager signs the "authentication" block. (T-2)

3.5.11.3.1. Authenticate the AETC Form 240-5 for Primary and Advanced Phase students after their training folders are closed out (i.e. marked as graduated in TIMS). (T-2)

3.5.11.3.2. Authenticate the AETC Form 240-5 for students entered into a Commander's Review. (T-2)

3.5.12. **AETC Form 298, *Flight Briefing Critique***. Use AETC Form 298 to critique daily flight briefings. (T-3) Supervisors will complete the form to provide feedback to the FLT/CC. Rate all areas observed during the briefing. Completing this form is self-explanatory.

3.5.13. **AETC Form 499, *Distinguished Graduate Certificate***. This form is presented to graduate course students selected for distinguished graduate (DG) status. (T-2) A locally approved form or plaque may be substituted for this form.

3.5.14. **AF Form 4293**. This form is used to document information in a student's training folder. (T-2)

3.5.15. **AETC Forms 1122A, 1122B and 1122F**. These forms provide follow-on training instructors and supervisors with an assessment of the student's overall ability and characteristic performance during training. T-1A and T-38C UPT units will prepare the applicable AETC 1122-series form on each SUPT and ENJJPT graduate. (T-2) In addition, T-6A UPT units will prepare an AETC Form 1122A on each ALP and T-6A International Flying Training (P-V4A-I, T-6) graduate. (T-2) These forms will not be a part of the graduate's permanent record. Use the following guidance when filling out these forms:

3.5.15.1. **"--Category Check Results"**. Enter the student's category check results [U, Good (G), Excellent (E)] for his or her initial attempt on each category check. Enter "N/A" if the category check is not applicable.

3.5.15.2. **"--End of Phase Summary"**. Provide a candid assessment of the student's performance in each category. Discuss strengths, weaknesses, progression, acceptance of instruction, and any other relevant factors. Evaluate the graduate's performance relative to the course training standards.

3.5.15.3. **"--Flight Commander Assessment"**. Provide a subjective assessment of the graduate's overall airmanship and ability. Identify any areas that may require special attention or supervision. Comment on the graduate's officer qualities only if appropriate as they relate to or affect training and performance.

3.5.15.4. **"--Assessment"**. Place an "X" in the appropriate block for each item. If an item was not flown or observed, leave the blocks blank.

Chapter 4

STUDENT MANAGEMENT

4.1. CAP. Reference AETCI 36-2205, Volume 1, for CAP category definitions and additional guidance.

4.1.1. Squadron Commander Responsibilities. During the Preflight Phase of UPT, the STUS/CC will administer CAP. (T-2) For graduate level courses and once a UPT student begins flight line training, the flying training SQ/CC will administer the program. (T-2) The day-to-day CAP administration may be delegated to the SQ/DO, squadron assistant operations officer (SQ/ADO), FLT/CC, flight supervisor, or designated student training manager, but the SQ/CC maintains overall authority and responsibility. (T-2) The STUS/CC may retain administrative authority of academic and military CAP during the Primary and Advanced Phases of UPT if specifically authorized in local guidance. Class commanders may place students on military CAP if specifically authorized in local guidance. **Note:** For ENJJPT, substitute the corresponding OSS position for all STUS references in this chapter.

4.1.2. Local Guidance. Units will develop specific CAP guidance as it relates to the unit's mission. (T-2) As a minimum, this guidance will address criteria for different CAP categories, student or training activity restrictions, instructor continuity requirements, placement procedures, and removal procedures. (T-2)

4.1.3. CAP Procedures. The FLT/CC, SQ/CC or MTO places the student on CAP and removes the student from CAP when sustained normal progress is demonstrated or when personal issues are resolved. (T-2) The SQ/CC will be briefed prior to removing a student from CAP. (T-2) A student requiring an extended period of increased supervision or repeated placement on CAP should be considered for a PC or EC.

4.2. Progress Checks and Elimination Checks. PCs/ECs are full mission-profile sorties during which a student's performance is observed, rated potential is evaluated, and ability to complete the course within syllabus constraints is considered. (T-2) Conduct PCs/ECs according to the applicable syllabus. (T-2) PCs/ECs are separate from the normal syllabus flow. Students must demonstrate proficiency on the PC/EC to the current stage of training. PCs/ECs are key events in the CR process. Triggers for these events are defined in the applicable syllabus.

4.2.1. Authorized PC/EC pilots. Only duly appointed and qualified instructor pilots will administer a PC/EC. (T-2) Refer to the applicable syllabus for authorized PC/EC pilots. Normally do not fly the student with the same PC/EC pilot on consecutive and/or subsequent PC/EC sorties.

4.2.2. Ground Evaluation. PC/EC ground evaluations may be conducted as a result of a failed category check/PC/EC for unsatisfactory general knowledge, ground operations, mission planning or EPs, or as the result of a FLT/CC-directed evaluation for failure to progress or meet syllabus standards in procedural knowledge. (These evaluations may include a simulator mission.)

4.2.2.1. The designated PC/EC instructor will conduct the entire briefing, ground evaluation execution, debriefing, and assign the overall grade. (T-2)

4.2.2.2. The ground evaluation should be one to two hours in length and of sufficient breadth and depth to evaluate the student's overall procedural knowledge.

4.2.3. **Simulator:**

4.2.3.1. During PCs/ECs, civilian simulator instructors (CSI) will serve only as console operators. (T-2) Their participation is limited to assisting the PC/EC instructor with operating the simulator to facilitate mission execution.

4.2.3.2. The PC/EC instructor will brief the assigned CSI separately on mission objectives, mission profile, event flow, desired scenarios, and areas of student weakness. (T-2) The actual student mission briefing, execution, debriefing, assignment of individual grades, and assessment of overall student performance is the sole responsibility of the designated PC/EC instructor. (T-2)

4.2.3.3. The PC/EC instructor will not substitute a simulator PC/EC for a syllabus-directed aircraft sortie. (T-2)

4.2.3.4. Simulators provide valuable training to prepare students for actual aircraft missions; however, consider a student for an aircraft PC when he or she is identified by repeated failures or lack of progress in an instrument simulator. If a student progresses to an EC in an instrument simulator unit, the EC should be accomplished in the aircraft (other than general knowledge or procedural issues best handled by an EC ground evaluation or emergency procedure simulator). (T-3) A student should not be eliminated in an instrument simulator training unit if he or she has not flown an instrument aircraft sortie. (T-3)

4.2.4. **Grading.** Grade PCs/ECs according to syllabus guidance. (T-2)

4.2.5. **Incomplete PC/EC.** The PC/EC pilot determines if the sortie is complete. (T-2) A PC/EC is "Incomplete" only if the mission tasks and objectives could not be completed to ascertain a reasonable evaluation of student performance. (T-2)

4.2.6. **Continuation Training (CT) Meetings.** The SQ/CC or designated PC/EC pilot will conduct PC/EC pilot CT meetings at least quarterly to ensure command and squadron PC/EC philosophy is implemented and standardized. (T-2) All individuals who conduct PCs/ECs are required to attend. (T-2) Document the meetings in enough detail to allow those who were unable to attend to read, initial the meeting minutes, and understand what transpired. (T-2) Maintain copies of the meetings minutes and slides (if used) for one year. (T-2) As a minimum, each meeting should include a review of pass and fail rates by individual PC/EC instructors over the last quarter and year-to-date, quarterly and annual PC/EC pass and fail rates by category, and at least one grading scenario brought to a conclusion. (T-2) Grading scenarios should generate thoughtful discussion and reference to the individual CTS appropriate for the scenario. Document the final recommended grade for each grading scenario in the CT minutes/slides. (T-2)

4.3. **Commander's Review Process:**

4.3.1. **Overview.** The CR recommends the student's elimination or retention in training. All students in a formal flying training course will go through a CR before being eliminated or withdrawn from training. (T-2) Complete the CR process within 10 duty days (24 duty days for international students) from the date the initiating authority (IA) signs the AETC

Form 139, *Record of Commander's Review Action (Undergraduate Pilot Training)* or AETC Form 140, *Record of Commander's Review Action (Graduate Pilot Training)* as appropriate. (T-2) **Exception:** ENJJPT uses a training review board, as required, to manage students not meeting normal syllabus progress. (Refer to the appropriate ENJJPT syllabuses for specific guidelines.)

4.3.2. **Entry.** The IA will enter the student in the CR process NLT three duty days after meeting the syllabus trigger. (T-2) Remove the student from training and place on administrative hold pending final approving authority (AA) decision. (T-2) The IA may elect to continue the student in academic training with reviewing authority (RA) concurrence. (T-2) Instruct UPT students not to attend flight line activities (aircraft or simulator) until reinstated. (T-2) Students projected to exceed the syllabus maximum sortie or flying hour threshold because of overall poor performance should be considered for entry into the CR process under the failure to progress or meet syllabus standards trigger. If the syllabus does not identify a maximum threshold, use 115 percent as a guide. UPT students failing three category checks or a combination of four category checks, PCs and (or) ECs during the same phase of training should be considered for a CR under the failure to progress or meet syllabus standards trigger.

4.3.3. **IA.** During the Preflight Phase, the STUS/CC is the IA. (T-2) During the Primary and Advanced Phases, the SQ/CC conducting the student's syllabus training is the IA. (T-2) For graduate courses, the SQ/CC conducting the student's syllabus training is the IA. (T-2) The IA will:

4.3.3.1. Notify the student in writing of his or her consideration for elimination and brief the student on the CR process ([Figure 4.1](#)). (T-2) For international students, also notify the local base IMSO. (T-2) For ANG and AFRC students, refer to paragraph **2.8.1.1**.

4.3.3.2. Complete the IA portion of the Commander's Review Checklist and Briefing Guide ([Figure 4.2](#)). (T-2)

4.3.4. **RA.** The OG/CC is the RA. (T-2) The RA will:

4.3.4.1. Review the student's training and recommends elimination from or retention in training. (T-2) The OG/CC may delegate this authority to the deputy operations group commander (OG/CD), operations support SQ/CC, or any flying training SQ/CC (not to include the student's SQ/CC). The RA will examine the student's training records and, as deemed necessary, interview the student and FLT/CC or SQ/CC.

4.3.4.2. Complete the RA portion of the CR Checklist ([Figure 4.2](#)). (T-2)

4.3.4.3. Suspend the CR if it becomes apparent that circumstances require convening an investigation under the provisions of AFI 51-602 or when information arises that would cause the student to be medically disqualified. (T-1) Reconvene as appropriate to complete the CR process.

4.3.5. **AA.** The WG/CC is the AA. (T-2) The AA will:

4.3.5.1. Complete the AA portion of the CR Checklist ([Figure 4.2](#)). (T-2)

4.3.5.2. List any authorized AT on AETC Form 139 or AETC Form 140, as applicable. (T-2)

4.3.5.3. Not recommend UPT eliminees for entry into any other SUPT or ENJJPT training. (T-2) The AA will not recommend students eliminated for academic deficiency, manifestation of apprehension (MOA) or drop on request (DOR) for any other flying training. (T-2) AA may recommend UPT students eliminated for other reason (e.g., airsickness, g-tolerance, fly training deficiency) for undergraduate remotely piloted aircraft (RPA) training (URT) provided they still meet required medical standards. The AA should consider the student's motivation, situational awareness, task/mission management skills, pilot in command skills, and overall airmanship when making URT recommendations. **Note:** A UPT student with an aeronautical rating cannot DOR and falls under the procedures in AFI 11-402.

Figure 4.1. Example Student Notification Memorandum.

	<i>(Date)</i>
MEMORANDUM FOR <i>(Student's Name)</i>	
FROM: <i>(Initiating Authority)</i>	
<i>(Address)</i>	
SUBJECT: Commander's Review	
<p>1. You are being entered into the commander's review. This review evaluates all circumstances relating to your training and makes recommendations regarding your retention in or elimination from training.</p> <p>2. You are entitled to submit a "show cause" memorandum identifying any factors that may have affected your training. You may also submit written statements from individuals on your behalf as documentary information. The approving authority uses your memorandum and/or written statements pursuant to the Privacy Act of 1974 as authorized by Title 10, U.S.C., Section 8013. These documents become part of a case file kept at AETC/A3F and are destroyed one year after completion of training according to Air Force Records Disposition Schedule. The case file may be disclosed to any DoD component and may be used for other lawful purposes including litigation. Note: You are not required to submit a memorandum or written statement.</p> <p>3. Submit any written documentation not later than two duty days after receiving this memorandum.</p>	
<hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> <i>(Initiating Authority's Signature)</i>	
1st Ind. <i>(Office Symbol)</i>	
MEMORANDUM FOR <i>(Initiating Authority)</i>	
<i>(Date)</i>	
I acknowledge receipt of this memorandum and that I was briefed on the commander's review process in accordance with AETCI 36-2205, Volume 4.	
<hr style="border: 0; border-top: 1px solid black; margin-bottom: 5px;"/> <i>(Student's Signature)</i>	

Figure 4.2. Commander's Review Checklist and Briefing Guide.

Commander's Review (CR) Checklist and Briefing Guide	
1. The Initiating Authority (IA):	
1.1.	Enter the student into the CR process NLT three duty days after meeting the syllabus trigger and notify the student in writing of his or her consideration for elimination.
1.2.	Explain the CR process to the student.
1.3.	Remove the student from training pending final AA decision (IA may elect to continue the student in academic training with RA concurrence). Instruct UPT students not to attend flight line activities or participate in any training until reinstated.
1.4.	Complete Sections I and V of AETC Form 139 or AETC Form 140, as applicable.
1.5.	Advise the student he or she may submit a show-cause memorandum within two duty days after receiving written notification from the IA of his or her consideration for elimination. The memorandum should address why the student should not be eliminated. It should cite specific reasons and provide any information which may have a bearing on the situation.
1.6.	Ensure the student completes Section II of AETC Form 139 or AETC Form 140, as applicable.
1.7.	Forward the completed AETC Form 139 or AETC Form 140 with the student's show-cause memorandum (if submitted), training records, and any attachments to the RA not later than four duty days after notifying the student.
1.8.	Notify the ARMS manager to suspend the student's aeronautical orders with ASC 04.
1.9.	Notify AETC/A3G (for ANG) or AETC/A3H (AFRC) and NGB/A3O or AFRC/A3TB as applicable for AFRC and ANG students.
1.10.	Notify the base IMSO for international students.
2. The Reviewing Authority (RA):	
2.1.	Review the student's training and recommend elimination from or retention in training.
2.2.	Complete Section III of AETC Form 139 or AETC Form 140, as applicable, and forward the form with all applicable records to the AA for final decision. Include a written summary of significant facts and specific rationale used to arrive at the recommendations.
2.3.	Inform the student of the sequence of events for CR.
2.4.	Inform the student of individual rights for legal assistance and representation if convened under AFI 51-602, Boards of Officers.
3. The Approving Authority (AA):	
3.1.	Review the student's records and RA's recommendations.
3.2.	Decide whether the student is retained in or eliminated from training.
3.3.	Complete Section IV of AETC Form 139 or AETC Form 140, as applicable. Include remarks on the student's officership and, in the event of elimination, recommend a follow-on career field. For UPT medical eliminees, provide a statement in Section IV of AETC Form 139 evaluating the student's ability to complete training if medically requalified.
3.4.	Inform the student, upon elimination, of the opportunity to indicate personal desires for retention in service and future training according to AFI 36-2110, Assignments. Explain the possibility of reassignment action or release from extended active duty under the separation policies.
3.5.	Notify AETC/A3G (for ANG) or AETC/A3H (AFRC) and NGB/A3O or AFRC/A3TB as applicable of final disposition for AFRC and ANG students.

4.4. Student Eliminations:

4.4.1. Students *should* be eliminated if they:

4.4.1.1. Exhibit lack of adaptability (LOA), which is the inability to complete the course because of physical, psychological, or personality factors. LOA eliminees require an evaluation from both medical and rated personnel. (T-2) This category includes airsickness, GLOC, and MOA. Medical and rated personnel conducting the evaluations will document the results in the student's training folder. (T-2) They will specify the physical, psychological, or personality factors that led to the LOA determination. (T-2) In addition, they will annotate specific deficiencies in Section IV of AETC Form 139 or AETC Form 140. (T-2)

4.4.1.2. Fail to meet proficiency standards of the syllabus in flying, academics, or procedures.

4.4.1.3. Fail to demonstrate the potential to complete the course within syllabus constraints.

4.4.1.4. Receive punitive action under the articles of the UCMJ.

4.4.1.5. Fail to meet fitness standards prescribed in AFI 36-2905 and this publication.

4.4.2. Students *will* be eliminated if they:

4.4.2.1. DOR (UPT only). (T-2) The FLT/CC will counsel the student on the ramifications of DOR (i.e., permanent disqualification from flying status and possible reclassification proceeding) prior to entering him or her into a CR. (T-2) Once the student is counseled and signs the AETC Form 139, he or she is ineligible for reinstatement. (T-2) **Note:** UPT students with aeronautical rating cannot DOR.

4.4.2.2. Attempt to DOR (rated aircrew members). (T-2) Rated officers attempting to DOR from a formal training course fall under the provisions in AFI 11-402 and will be removed from the formal training course via a CR prior to implementing AFI 11-402 procedures. (T-2) **Note:** Attempting to DOR will trigger an FEB which opens the member to permanent disqualification from aviation service and may prohibit wearing the aviation badge.

4.4.2.3. Become medically disqualified, unless a flight surgeon determines the disqualification may resolve within 12 months of the initial disqualification. (T-2) In the latter instance, place the student in administrative hold status. Refer to AFI 48-123, AETCI 36-2205, Volume 1, and **Chapter 5** of this publication for additional guidance. **Note:** For those students funded under the TDY-to-school program, the assigned unit will notify AETC/A3FP and AETC/FMAM as soon as the administrative hold status becomes probable.

4.4.2.4. Initiate action to separate from the service. (T-2)

4.4.2.5. Get recalled by the parent unit, higher headquarters, or home country. (T-2) **Note:** Units will not allow students to be recalled without prior coordination with AETC/A3F. (T-2)

4.4.2.6. Get involved in drug abuse substantiated by reliable evidence. (T-2)

4.4.2.7. Get adjudicated absent without leave, are confined, or have deserted. (T-2)

4.4.2.8. Become hospitalized for an extended period (as determined by the WG/CC). Student may be considered for reinstatement at a later date. (T-2)

4.4.2.9. Demonstrate improper attitude or lack of responsibility toward assigned duties or obligations. (T-3) This may include character disorders that raise doubt about the student's fitness for training.

4.4.2.10. Fail two ECs in the same phase (Primary or Advanced) or fail three ECs total (applies only to UPT). (T-3)

4.4.3. If a student meets misconduct or non-judicial punishment criteria outlined IAW AETC/CC policy memorandums for officer standards while enrolled in UPT, based on the totality of the circumstances, the respective subordinate commander will recommend whether an officer should be eliminated from training. (T-2) When the misconduct is serious enough to warrant discharge from service under AFI 36-3206, the responsible AETC Show-Cause Authority will initiate discharge action. (T-1) In the absence of other guidance, AETC/A2/3/10 will make recommendations to AFPC concerning reclassification and discharge of these officers. When completing AETC Form 139 or AETC Form 140:

4.4.3.1. The OG/CC is the IA.

4.4.3.2. The WG/CC is the RA.

4.4.3.3. A2/3/10 is the AA.

4.4.4. AETC/A3 staff will maintain entry, production and elimination data to ensure fairness and equitable opportunity for all flying training program candidates.

4.5. Student Dispositions:

4.5.1. Students reinstated into training after a CR will complete a PC or EC (as appropriate) following completion of any AT authorized by the AA in Section IV of AETC Form 139 or AETC Form 140. (T-2) Students reinstated after academic deficiencies must repeat the examination after appropriate AT. (T-2) Students reinstated following a flight evaluation board will complete AT directed by the final approval authority. (T-2)

4.5.2. After completing AETC Form 139 or AETC Form 140, Section IV, units will process eliminated students under AFI 36-3206, AFI 36-3207; AFI 36-2110, or the ETCA. (T-1) Units will process international students according to AFI 16-105; rated pilots and UPT students with an aeronautical rating according to AFI 11-402; and pipeline or PCS students through appropriate personnel channels. (T-1)

4.6. CR Records Distribution:

4.6.1. The school registrar or similarly designated authority will maintain original CR records according to the RDS and distribute them within 10 duty days of CR completion. (T-2) These records must be available for review. (T-2)

4.6.2. Units will distribute eliminated officers' CR records as outlined in [Table 4.1](#) and maintain them according to the RDS. (T-2)

4.6.3. The course registrar will ensure each elimination case is updated in the training management database with an elimination code. (T-2)

4.6.4. The servicing flight management office will update ARMS with the appropriate disqualification code. (T-2)

Table 4.1. Officer CR Records Distribution.

Item	Form or Item	Type of Student	Copy Distribution
1	AETC Form 139 or AETC Form 140 (Note 1)	Active Duty USAF	AETC/A3FP – 1, AFPC/DPSIP and AFPC/DPAOT3 – 1 each (Note 2)
2		USN Aviators	AETC/A3FP – 1 USN Chief of Naval Air Training-(CNATRA)/N3 – 1 (Note 3)
3		ANG	AETC/A3FP – 1 NGB/A3OC – 1 (Note 4)
4		AFRC	AETC/A3FP – 1 AFRC/A1KP and AFRC/A3TB – 1 each (Note 5)
5		International	AETC/A3FP – 1 AFSAT/DO – 1 (Note 6)
6	Notification memorandum (Note 7)	All	AETC/A3FP – 1
7	Show cause memorandum (Note 7)		
8	Student training folder (Note 7)		
9	Individual flight record (rated pilot only) (Note 7)		
10	AETC Form 240-5 (UPT only) (Notes 7, 8)		
11	AF Form 422, <i>Notification of Air Force Member’s Qualification Status</i> (Note 8)		
12	AETC Form 99 (Note 8)	UPT	AETC/A3FP – 1
13	Order awarding aeronautical rating (Note 8)		
14	Order rescinding aviation status (Note 8)		
Notes: 1. Suspense is 10 duty days after CR completion. (T-2) 2. AFPC/DPSIP and AFPC/DPAOT3, 550 C Street West, Ste 10 and 33 (respectively), Joint Base San Antonio-Randolph TX 78150-4723. 3. CNATRA/N3, 250 Lexington Blvd, Ste 102, NAS Corpus Christi TX 78419-5000. 4. NGB/A3OC, 3500 Fetchet Avenue, Joint Base Andrews MD 20762, or E-mail.			

5. AFRC/A1KP and AFRC/A3TB, 155 Richard Ray Blvd, Robins AFB GA 31098-1635, or E-mail.
6. E-mail or send to AFSAT/DO, 315 J Street West, Joint Base San Antonio-Randolph TX 78150-4302.
7. For CR packages for students reinstated into training, attach Items 6 through 10 of this table (in order) to the AETC Form 139 or AETC Form 140. (T-2) Suspense is 10 duty days after CR completion. (T-2) Forward CR packages to AETC/A3FP (AETC.A3FP@us.af.mil) in electronic portable format (.pdf). (T-2) Use appropriate E-mail encryption features to properly safeguard information sent electronically and verify the electronic file is received.
8. For CR packages for students eliminated from training, attach Items 6 through 14 of this table (in order) to the AETC Form 139 or AETC Form 140. (T-2) Suspense is 10 duty days after CR completion. (T-2) Forward CR packages to AETC/A3FP (AETC.A3FP@us.af.mil) in electronic portable format (.pdf). (T-2) Use appropriate E-mail encryption features to properly safeguard information sent electronically and verify the electronic file is received.

Chapter 5

MEDICAL MANAGEMENT REQUIREMENTS

5.1. General. This chapter establishes student management requirements for appropriate medical and operations personnel. Operations and medical personnel must ensure commanders are informed when students exhibit MOA symptoms or other medical conditions that affect daily student training decisions. Supervisors must also strive to keep students motivated and flying on a regular basis. AETCI 36-2205, Volume 1, contains additional guidance.

5.2. Airsickness Procedures for UPT Students:

5.2.1. Students must meet MIF standards to continue flight training. Early in the Primary Phase of UPT, the instructor may help students overcome the impacts of airsickness by changing the profile, momentarily taking control of the aircraft, or if necessary, terminating the mission when airsickness symptoms persist. Use sortie termination as a last resort since continued exposure to the flight environment enhances physiological adaptation. As students progress in training, instructor assistance decreases. During the last five sorties preceding initial solo in the Primary Phase, instructors may offer only minimal assistance.

5.2.2. FLT/CCs and instructors will send students who experience active or passive airsickness to the flight surgeon for examination, counseling, and treatment as soon as practical and before the next aircraft or simulator sortie. (T-2) Document all episodes of airsickness on AF Form 4293. (T-2)

5.2.3. While participating in the airsickness management program (AMP), students will continue the normal syllabus flow to include flying. (T-3) AMP is outlined AETCI 48-102, *Medical Management of Undergraduate Flying Training Students*.

5.2.4. The FLT/CC will place Primary Phase students who become airsick on four or more presolo sorties on CAP. (T-2)

5.2.5. During any of the last five sorties preceding the initial solo or on any post solo sortie, instructors will grade Primary Phase students as unsatisfactory overall when they develop airsickness resulting in (1) IP intervention, (2) relinquishing aircraft control, or (3) premature sortie termination. (T-2) In addition, students who become airsick during any of the last five sorties preceding the initial T-6A solo sortie must receive SQ/CC approval before flying an initial solo or be entered into the CR process. (T-2) Document SQ/CC approval on an AF Form 4293. (T-2)

5.2.6. Instructors will grade Advanced Phase students who occupy any pilot or copilot position and develop airsickness on any sortie as unsatisfactory overall. (T-2) Students who experience airsickness while not occupying a pilot seat with access to flight controls (jump seat, passenger seat, etc.) may not necessarily warrant an overall grade of unsatisfactory. In this case, consider the inflight conditions, training accomplished, and whether or not the mission is terminated early to determine the final grade.

5.2.7. Limit student pharmacological therapy to a maximum of three sorties. (T-2) IAW AETCI 48-102, the use of medication to treat airsickness is prohibited beginning five sorties

prior to the initial T-6A solo sortie and remains so until graduation from the Advanced Phase of UPT. (T-2)

5.2.8. Following any airsickness episode, the student's next flight must be with an IP. (T-2)

5.2.9. After the third post-solo airsickness and every third episode thereafter, the SQ/CC will assess the student's potential to complete training. (T-2) If the student's potential to graduate is high, the SQ/CC will make an entry on the AF Form 4293 to continue the student in training. (T-2) If the student's potential to graduate is low, the CR process will determine whether the student is retained in or eliminated from training. (T-3) Refer to AETCI 48-102 and AFI 48-123 for more guidance on airsickness.

5.2.10. Commanders will process rated officers in UPT who cannot overcome airsickness problems according to AFI 48-123. (T-1) Squadron supervisors should coordinate closely with the chief of aeromedical services for each of these special cases.

5.3. Airsickness Procedures for Graduate Pilot Training Students:

5.3.1. A student who experiences airsickness while not occupying a pilot seat with access to flight controls (jump seat, passenger seat, etc.) may not necessarily warrant an overall grade of unsatisfactory. In this case, instructors should consider the inflight conditions, training accomplished, and whether or not the mission is terminated early to determine the final grade. They will use the applicable syllabus to grade students who occupy any pilot or copilot position and develop airsickness.

5.3.2. Students must meet MIF standards to continue flight training. (T-2)

5.3.3. FLT/CCs and instructors will send students who experience active or passive airsickness to the flight surgeon for examination, counseling, and treatment as soon as practical and before the next aircraft or simulator sortie. (T-2) Document all episodes of airsickness on AF Form 4293. (T-2)

5.3.4. While participating in AMP, students continue the normal syllabus flow to include flying. (T-3) Limit student pharmacological therapy to a maximum of three sorties. (T-2)

5.3.5. Commanders will process rated officers who cannot overcome airsickness problems according to AFI 48-123 and AFI 11-402. (T-1) Squadron supervisors should coordinate closely with the chief of aeromedical services for each of these special cases.

5.4. Manifestation of Apprehension. Refer to AETCI 36-2205, Volume 1.

5.5. Inflight G-Tolerance Problems. Refer to AETCI 36-2205, Volume 1.

5.6. Centrifuge Training. Conduct centrifuge training according to AFI 11-404, *Centrifuge Training for High-G Aircrew*. In addition to AFI 11-404, the following policy applies to U.S. students at T-38C SUPT and ENJJPT training locations and international SUPT students who continue in the training pipeline (for example, IFF or PIT).

5.6.1. **First Attempt Failure.** With SQ/CC occurrence, students who fail their first attempt but are recommended for solo flight in UPT on their centrifuge training report may continue in training while waiting for their reassessment; otherwise, commanders will place students on administrative hold and notify AETC/A3FP (reference paragraph [2.10.2](#)). (T-3) In addition the FLT/CC will:

5.6.1.1. Ensure students receive a medical evaluation as soon as practical after the failure. (T-2)

5.6.1.2. Review student centrifuge tapes for AGSM techniques and develop a training program as appropriate to work on AGSM technique and strength conditioning. (T-2)

5.6.1.3. Ensure students are reassessed within 60 to 180 calendar days according to AFI 11-404. Try to schedule the second attempt as close as practical to the 60-day threshold to minimize the time on administrative hold. If students pass their second attempt, remove them from administrative hold and resume their training according to the “Unusual Extended Break in Training” syllabus guidance. (T-3)

5.6.2. Second Attempt Failure.

5.6.2.1. With SQ/CC occurrence, students who fail their second attempt but are recommended for solo flight in UPT on their centrifuge training report will continue in training. (T-3) If students were already on administrative hold for failing their first attempt, they will be removed from administrative hold and resume training. (T-3) In either case, these students are ineligible for the Fighter/FAIP Track and will be placed in the Non-Fighter Track. (T-2) For international students, notify the IMSO and AETC/A3FP to determine follow-on action. (T-2)

5.6.2.2. Students who fail their second attempt and are not recommended for solo flight in UPT will be placed on administrative hold or remain on administrative hold, as applicable. (T-2) Notify AETC/A3FP and AETC/A3R. AETC/A3R will coordinate follow-on actions with AETC/A1 and AFPC staffs. If the student is eliminated from T-38C SUPT or ENJJPT complete a CR prior to removing the student from training. (T-2) A full up CR is not required. Complete AETC Form 139 and distribute IAW the Table 4.1. On AETC Form 139 mark “OTHER” as the reason for elimination and specify “Centrifuge Failure”.

Chapter 6

STUDENT TRAINING

6.1. Flight Commander Responsibilities. The FLT/CC is the first echelon of command responsible for safely and efficiently scheduling people, mission and aircraft. The FLT/CC must know the capabilities and experience levels of all flight members and ensure they fly the right mission at the right time according to applicable syllabuses and directives. Safety must remain paramount in the FLT/CC's mind. FLT/CCs will keep the operations supervisors informed of the training plan and any changes and will:

6.1.1. Supervise and monitor student training.

6.1.2. Assist students and supervisors with the training review process and provide for discipline, physical and mental well-being, and general welfare of students. The FLT/CC must be aware of each student's progress in all areas, including the potential effect of external factors (personal problems, etc.). FLT/CCs help students when they:

6.1.2.1. Counsel students determined to be marginal performers or those placed on CAP and conduct follow-up counseling as often thereafter as necessary.

6.1.2.2. Counsel students, as necessary, on appropriate management issues, including personal problems and disciplinary matters. If additional assistance is necessary, refer students to the appropriate base support agencies (Chaplain, Legal Office, etc.).

6.1.3. Maintain student training folders according to **Chapter 3** of this instruction, local guidance, and the applicable syllabus.

6.1.4. Ensure student compliance and documentation of PT accomplishments.

6.1.5. Coordinate with academic supervisors on individual student performance.

6.1.6. Ensure students are briefed on assignment opportunities as applicable.

6.1.7. Brief student leaders on the scope and limits of their responsibilities.

6.1.8. Assist in syllabus-directed functions.

6.2. Syllabus Resource Management. The FLT/CC and SQ/CC are responsible for the management of student flight hours. Each syllabus unit has an associated number of sorties or missions and flight hours. On average, the syllabus mission and any AT, PC, or EC sorties should reflect the average mission duration (AMD) for the unit of training. IPs should closely adhere to the syllabus AMD. The AMD should not be exceeded except for extenuating circumstances or to meet training objectives. (T-2)

6.3. Additional Training Sorties. AT sorties provide extra training to students in specific circumstances, to include category check failure, break-in-training, CR reinstatement, syllabus waiver, OG/CC corrective actions, or as otherwise specifically authorized by the syllabus. Refer to the applicable syllabus for authorized AT sorties and specific guidelines.

6.3.1. International (Coded XXX87). These sorties are authorized as outlined in the individual syllabus for international students who may not be able to meet MIF standards because of such factors as language or cultural differences. Obtain advance authorization for additional flying hours according to guidance in the individual syllabus and this instruction.

6.3.2. Adaptation to Corrective Lenses (Coded XXX84). These sorties are authorized for students who experience training difficulties and require corrective lenses. Normally, these sorties are flown in the current unit; however, they may be flown in a different category if required. The next aircraft syllabus sortie flown after these sorties must be dual.

6.3.3. Reallocation (Coded XXX85). A syllabus may authorize sorties designated for one unit to be flown in another unit. The reallocated sortie is designated as an “XXX85” in the appropriate category. Sorties will be flown prior to the appropriate end-of-unit lesson.

6.3.4. Break-in-Training (Coded XXX86). These sorties are authorized for delays in training and will be flown only when remaining syllabus sorties are insufficient to compensate for the student’s break in training. Instructors should consider using the simulator instead of the aircraft if appropriate for the student’s category.

6.3.5. Reinstatement by CR (Coded XXX87). These sorties may be authorized for students reinstated into training after a CR.

6.3.6. Total Sortie/Flying Time (Coded XXX87). Students will fly these sorties to meet minimum syllabus sorties or flying time requirements. These sorties are normally full mission profile and are authorized when it becomes apparent they are needed.

6.3.7. Prior to PC and EC (Coded XXX87). These sorties may be authorized before a PC and EC. These sorties are not automatically given to every student. They are reserved for cases where the SQ/CC determines some training irregularity or anomaly has occurred, and the student has demonstrated the potential to complete the syllabus within syllabus constraints. Document the training irregularity or anomaly as part of the AF Form 4293 AT authorization entry.

6.3.8. Q-2/Q-3 Flight Evaluation (Coded XXX87). The flight evaluator may authorize these sorties as a result of a Q-2/Q-3 flight evaluation.

6.4. Ground Training Units (GTU):

6.4.1. GTUs are instructional lessons that are normally prerequisites for simulator or aircraft missions and complement academic instruction.

6.4.2. Instructors are responsible for teaching GTUs according to instructor guides. (T-2) Instructors may teach the GTUs to students on an individual or group basis.

6.4.3. Syllabus time for GTUs is an approximate time to complete the lesson. Log the completion time, date, and actual training time in TIMS/GTIMS. (T-2)

6.5. UPT Formal Briefings Requirements:

6.5.1. Flight Briefing.

6.5.1.1. T-6A and T-38C SUPT and ENJJPT flights will conduct daily formal flight briefings before the first scheduled flying period. (T-2) The briefing will cover current and forecast weather and operations notes. Incorporate flying safety (paragraph 6.5.3) and standardization briefing (paragraph 6.5.4) as applicable. Unless excused by the FLT/CC, students and *assigned* instructors must attend the formal flight briefing; *attached* instructors are highly encouraged to attend. With SQ/CC or SQ/DO approval, the daily formal flight briefing may be waived to accommodate scheduling constraints.

6.5.1.2. T-1A SUPT flights will conduct a formal flight briefing at least once a week. (T-2) This briefing may occur any time during the duty day and will cover appropriate administrative information, flight safety (weekly), ground safety (at least monthly), standardization briefing (paragraph 6.5.4), and a cockpit/crew resource management (CRM) topic (at least every other week according to paragraph 6.5.5). Brief operations notes, weather, and notices to airmen in individual crew briefings. On the days a group flight briefing is not accomplished, IPs will cover required information during individual crew briefings.

6.5.2. **Night Briefings.** Instructors and students scheduled to fly local UPT night sorties will attend a formal night briefing prior to their first flight of each week's night operations. (T-3) This briefing will cover departure and arrival procedures, spatial disorientation, visual illusions, and terrain avoidance to include minimum safe altitudes. If essential duties prevent instructors or students from attending the night briefing, a squadron supervisor will brief them before night flying. (T-3) For SUPT and ENJJPT, conduct a formal night briefing for T-6A and T-1A students and instructors before the beginning of the student's first night sortie. (T-3) The night briefing may be combined with the formal flight briefing (paragraph 6.5.1).

6.5.3. **Flying Safety Briefings.** UPT flights will conduct these briefings at least once a normal workweek. (T-2) Briefings should emphasize aircraft mishap prevention and promote group discussion to improve student judgment and confidence.

6.5.4. **Standardization Briefings.** Emphasize situational EPs to include overhead questioning and group discussions of selected topics. Briefings should be structured to assist in the development of judgment, proper application of procedures, and realistic use of available publications. The standardization briefing should include a standup EP situation.

6.5.4.1. T-6A and T-38C SUPT and ENJJPT flights will conduct standardization briefings at least three times during a normal workweek. (T-2) The standardization briefings may be in conjunction with formal flight briefing or at a time that ensures maximum IP and student participation. T-6A flights will conduct these briefings throughout the program. (T-3) T-38C flights will conduct these briefings until the class is within 30 calendar days of graduation. (T-3) T-1A flights will conduct these briefings until the first student in the class has completed the transition category check. (T-3)

6.5.4.2. If time does not permit, T-1A flights are not required to accomplish a standup EP during the formal flight briefing. However, in addition to the weekly standardization briefing, T-1A flights will conduct standup EPs at least three times a week until each student has successfully accomplished a standup situation as both pilot and copilot. (T-3)

6.5.5. **Cockpit/Crew Resource Management Briefings.** AFI 11-290, *Cockpit/Crew Resource Management Program*, and its AETC Supplement outline requirements for the CRM training program. CRM briefings will address human-factor causes in aircraft mishaps. (T-2) Use real-world mishaps as examples in the briefings. Conduct the briefings at least once every other week. (T-2) Brief and debrief CRM core concepts and skills on every aircraft and simulator mission. CRM briefings may be substituted for safety or standardization briefings, but they are not testable.

6.6. Mission Briefings. These briefings set the tone of the lesson. Cover specific objectives, mission accomplishment, and specific flight or simulator restrictions. Discuss techniques and procedures for flying the mission before or after the mission briefing. An instructor will brief undergraduate students prior to all solo flights. (T-2) IPs having continuity with the student should accomplish this briefing. Document the briefing on an AETC Form 39, *Solo Briefing*, or a locally approved substitute. (T-2) Completing this form is self-explanatory. Post-mission briefings measure the success in accomplishing the mission objectives. Refer to the appropriate AFI 11-series publication for briefing formats. The applicable syllabus contains mission briefing requirements.

6.7. UPT Student Standardization Program. The standardization program consists of briefings and tests to ensure students maintain the highest proficiency level in procedural knowledge and application. All students enrolled in a UPT course will take a weekly EP quiz (EPQ) covering general and EP knowledge appropriate for the student's stage of training. (T-2) Students are required to take the EPQ until they complete the last aircraft sortie for their phase of training. The minimum passing score on all flight line tests is 85 percent and 100 percent for Boldface tests. (T-2) If an international student fails a written test, the instructor will determine if English comprehension is a significant contributing factor. If so, the instructor may give the student an oral retest. Except for T-1A flights, the EPQ may substitute for a standardization briefing. Refer to the applicable syllabus for additional guidance.

6.7.1. The EPQ may be administered in printed or electronic format. (T-2) Printed EPQs will be numbered sequentially for accounting purposes. (T-2) Immediately prior to administering the EPQ, the unit stan/eval member or testing administrator will:

6.7.1.1. Generate a fresh 20-question EPQ from TIMS secure server with a representative number of questions from each assigned reading area. (T-2)

6.7.1.2. Secure the room and administer the EPQ. (T-2)

6.7.1.3. Collect any printed EPQs and answer sheets and account for each numbered copy. (T-2)

6.7.1.4. Grade the EPQ; record the scores; and destroy all paper test copies, answer sheets, answer keys, and transparencies. (T-2) In addition, destroy electronic versions of tests that are stored outside of the TIMS database. (T-2)

6.7.2. The following documents are available to supplement the standardization program:

6.7.2.1. AETC Form 41, *T-38C Emergency Procedures*. This form contains a list of EPs to cover during a T-38C course. Completing this form is self-explanatory. In the blank space next to the specific EP, enter the date the EP situation was covered.

6.7.2.2. AETC Form 46, *T-6A Emergency Procedures*. This form contains a list of EPs to cover during a T-6A course. Completing this form is self-explanatory. In the blank space next to the specific EP, enter the date the EP situation was covered.

6.7.2.3. AETC Form 100A, *T-1A Emergency Procedures*. This form contains a list of EPs to cover during a T-1A course. Completing this form is self-explanatory. In the blank space next to the specific EP, enter the date the EP situation was covered.

6.7.2.4. Boldface emergency procedures and operating limitations worksheets are available on the AETC/A3V website at

<https://www-r.aetc.af.mil/do/dof/download.asp>.

6.8. Incomplete Sorties:

6.8.1. Except for category checks, PCs, and ECs, the FLT/CC will determine if a sortie is incomplete. (T-2) He or she will:

6.8.1.1. Evaluate each situation on an individual basis. (**Note:** If a student has had ample opportunity to learn a task on previous sorties and subsequently flies a short sortie, do not incomplete the sortie. Also do not incomplete a lesson solely because an individual maneuver is omitted when the omitted maneuver can be accomplished on a later sortie without degrading accomplishment of future training objectives.) (T-3)

6.8.1.2. Consider the sortie's effect on the quality of the student's training and each student's prior training opportunities as well as the remaining sorties available to accomplish training objectives. The syllabus provides a means for more AT sorties for students who do not progress to the end-of-unit MIF proficiency requirements.

6.8.1.3. On end-of-unit sorties if a maneuver is graded below MIF, the sortie is complete and the overall grade is U. (T-2)

6.8.1.4. Ensure both above- and below-average students are afforded the same training opportunities to refine their skills.

6.8.1.5. Normally do not incomplete a solo sortie.

6.8.2. Incomplete sorties do not break a string of unsatisfactory sorties.

6.9. Grading Procedures. Instructors will grade student training according to the applicable syllabus. (T-2) The CTS is the baseline for all maneuver grading. Instructors must compare student performance to the CTS before assigning maneuver grades. (T-2) When assigning a maneuver grade, first grade the maneuver being flown. If the maneuver is flown below the required proficiency level then determine if Risk Management/Decision Making, Task Management, Situational Awareness, Crew Coordination and Emergency Procedures/General Knowledge should also be downgraded (e.g., A student flies an unsafe landing and is directed to go-around. Grade the landing first and then determine if situational awareness or risk management/decision making should also be downgraded for failing to recognize an unsafe situation.).

6.10. Category Checks. Category checks validate students have achieved the required proficiency and (or) instructional level for a category, are conducted according to the applicable syllabus, and are graded against the CTS using the required MIF proficiency and instructional levels as the baseline.

6.10.1. **Profile.** The Check FLT/CC (UPT courses) or the squadron stan/eval chief (graduate training courses) will ensure a cross-section of maneuvers optioned in the category check MIF are sampled regularly on category checks. (T-3)

6.10.2. **Grading.** Category checks are syllabus events and the CTS must be applied exactly as on daily events. (T-2) The starting point for assigning any maneuver grade is the CTS which equates to satisfactory proficiency level or a letter grade of G. The instructor will grade student maneuvers according to the applicable syllabus, grading completed checks E, G, U or NG (no grade) overall. (T-2)

6.10.3. Incomplete Checks. With Check FLT/CC (UPT courses) or the squadron stan/eval chief (graduate training courses) approval, checks may be considered incomplete if no maneuver completed by the student was graded below MIF and either all required maneuvers were not flown or the number of maneuvers flown was insufficient to reasonably assess the student's overall performance. (T-2) If a check is incomplete, the student need only perform those maneuvers necessary to complete a normal check profile on the subsequent (refly) check. (T-3)

6.11. Check Flight CT Meetings (UPT only). The check FLT/CC will conduct check flight CT meetings at least quarterly to ensure grading philosophy, practices and standards are consistent and standardized. (T-2) All individuals who conduct category checks are required to attend. (T-2) Document the meetings in enough detail to allow those who were unable to attend to read, initial the meeting minutes, and understand what transpired. (T-2) Maintain copies of the meetings minutes and slides (if used) for one year. (T-2) As a minimum, each meeting should include a review of pass and fail rates by category for each check administered since the last CT meeting, category check weak areas or trends, pass and fail rates of individual check pilots, and at least one grading scenario brought to a conclusion. (T-2) Grading scenarios should generate thoughtful discussion and reference to the individual CTS appropriate for the scenario. Document the final recommended grade for each grading scenario in the CT minutes/slides. (T-2)

6.12. Flight Evaluations. Conduct flight evaluations according to AFI 11-202, Volume 2/AETC Supplement, *Aircrew Standardization/Evaluation Program*, AFI 11-2MDS-specific volumes 2, and the applicable syllabus.

6.13. Wash Back. When a student washes back into another class, the SQ/CC is the approving authority for determining the appropriate TIMS/GTIMS version of the syllabus to use to continue the student's training. (T-3)

6.14. Civilian Flight Training. To maintain the integrity of the AETC training system, students rated by the Federal Aviation Administration (FAA) (private pilot, commercial pilot, etc.) may fly civilian aircraft once they enter into UPT, but they may not pursue additional ratings or qualifications. (T-2) Students not rated by the FAA will not fly civilian aircraft after entering into UPT. (T-2) Prior to conducting any civilian flying, students will complete an AETC Form 410, *High-Risk Activities Worksheet*, and submit the form for commander approval. (T-2)

6.15. Flight Planning Software use in UPT. Flight instruction of flight planning principles in UPT is focused on the understanding of the key concepts involved in flight planning and application those concepts through the use of flight planning software.

6.15.1. In the Primary Phase, the objectives focus on the skills to produce computer generated flight planning products. Strong emphasis is placed on manual flight planning skills to validate computer-generated products. Primary Phase students will only use approved flight planning software for syllabus-directed events. (T-2)

6.15.2. In the Advanced Phase, reinforce the flight planning skills and conceptual understanding learned in the Primary Phase. Students are required to plan and fly applicable sorties using software-based flight planning methods according to syllabus requirements. (T-2)

6.16. Vision Restricting Device (VRD). All T-6A student pilots will use the AETC standard VRD for instrument training as directed by the appropriate syllabus. (T-2) IPs will ensure student pilots properly stow the VRD prior to engine start and after landing prior to opening the canopy. Local unit fabrication shops will supply the VRDs as required. (T-2)

Chapter 7

UNDERGRADUATE INTERNATIONAL TRAINING (EXCLUDES ENJJPT)

7.1. International Military Student (IMS) Training. IMSs receive Air Force formal course training under the International Military Education and Training (IMET) Program, a foreign military sales (FMS) case, a counter-drug program, or as part of a presidential draw down initiative. These activities are part of the DoD SATP. The administration of SATP students generally adheres to the procedures outlined in the preceding chapters, but there are certain exceptions. This chapter addresses only those areas where SATP student administration differs from Air Force student administration. Follow the procedures outlined in **Chapters 1** through **6** for any area not covered in this chapter.

7.2. International Military Student Officer (IMSO). Each Air Force installation will appoint an IMSO to handle administrative affairs per AFI 16-105. (T-1) Training units conducting security assistance training, to include orientations, must maintain a close liaison with their installation IMSO. The FLT/CC will notify the IMSO anytime a student is entered into CAP for academic or flying deficiencies, placed on extended DNIF, or for any other reason that could change the student's scheduled graduation status. (T-2) In turn, IMSO will immediately notify the applicable AFSAT country manager, who will keep country informed on all student issues. (T-2)

7.3. Training Administration. AFSAT administers all international technical, flying, professional military education, and basic military training within AETC. Units will send questions about administrative procedures to the installation IMSO who, in turn, will notify the appropriate AFSAT country manager. (T-2)

7.4. Student Data Screening. Training units will screen student records as outlined in AFI 16-105. (T-1) The installation IMSO will conduct a thorough review of the student's invitational travel order (ITO) and appropriate amendments according to AFI 16-105. (T-1)

7.5. Student Training Records. The IMSO will maintain student training records according to AFI 16-105. (T-1)

7.6. Assigning and Using Student Training Numbers. The U.S. Security Assistance office from the IMS's country will assign a student training number, consisting of four digits and two letters and appearing immediately after the student's name on the ITO. Enter this number immediately after the student's name on all records, certificates, awards, and other similar documents. (T-2)

7.7. Training Summary. Training units will:

7.7.1. Use AETC Form 240-5; DD Form 2496, *International Student Academic Report*; or an AETC/A3F-approved substitute for the training summary. (T-2) **Note:** The base IMSO will assist training units to complete required forms.

7.7.2. Enter the SATP training number after the student's name. (T-2)

7.7.3. Record awards, special certificates, or other achievements after the course summary section. The training unit will attach a copy of award citations, letters of appreciation, certificates, etc., to the training summary. (T-2) The installation IMSO is responsible for

complying with AFI 16-105. The training unit will ensure the IMSO is aware of special awards of citations accompanying the training summary. (T-2)

7.7.4. Enter the foreign country and IMET program year (or FMS case designator) and worksheet control number (WCN) in the top right corner of the AETC Form 240-5 (above “training base”). The training unit may obtain this data from the ITO or the base IMSO.

Note: When using the DD Form 2496, enter this data in the appropriate blocks.

7.8. Additional Flying Hours:

7.8.1. **Requesting Additional Hours.** With OG/CC approval, the IMSO will request additional aircraft hours from the appropriate AFSAT country manager to obtain country approval (for SUPT, hours in excess of the 10 additional hours authorized by the syllabus). (T-2) The request must include the student’s name, country, FMS case, line number, WCN, approximate number of additional hours required, and a summary of the student’s problems and the probability for successful course completion. On the request, include AETC/A3FP, AETC/A3RA and AETC/IA as informational addressees. OG/CC approval to fly additional sorties on an international student does not automatically increase the installation’s programmed allocation of flying hours for the year. Any increase in programmed flying hours must be accomplished through the normal execution year flying hour adjustment process.

7.8.2. **Reporting Procedures for Additional Sorties or Hours.** To ensure a student’s country is appropriately charged for additional sorties or hours flown, the IMSO will provide the following information within five duty days after course graduation (E-mail to: AFSAT.workflow@us.af.mil) (T-2):

- 7.8.2.1. Student’s name.
- 7.8.2.2. Training unit and base.
- 7.8.2.3. Military articles and services listing number.
- 7.8.2.4. WCN.
- 7.8.2.5. Country, case, line, or IMET program year.
- 7.8.2.6. Number of additional hours approved.
- 7.8.2.7. Number of additional hours flown.
- 7.8.2.8. Type of aircraft flown.
- 7.8.2.9. Fiscal year when the hours were flown.
- 7.8.2.10. Start training date and graduation date.
- 7.8.2.11. POC name and telephone number.

7.9. Holiday Scheduling. All international military students may be authorized an additional two days each year to observe national and (or) religious holidays. Coordinate specific days for each country through AFSAT and the IMSO. (T-2)

Chapter 8

UPT STUDENT ASSIGNMENT PROCESS

8.1. Overview:

8.1.1. Students receive track and MWS assignments based on demonstrated potential to successfully complete required follow-on training. Track and MWS assignments consider three elements:

8.1.1.1. Needs of the Air Force.

8.1.1.2. Track or assignment availability.

8.1.1.3. Student desires.

8.1.2. To aid commanders in these decisions, the merit assignment selection system (MASS), a command-directed performance measurement tool, is provided. MASS provides student relative ranking within his or her class at each base and is used for student Advanced Track selection, MWS assignment, and final graduation order of merit.

8.1.3. The WG/CC is the approval authority for all track selection and MWS assignment decisions. (T-2) Any waivers or deviations from this process must originate from the WG/CC for review by AETC/A3F. (T-2)

8.2. Career Information:

8.2.1. Before track assignment and again before MWS assignment, wings will provide students with MWS-specific career information. (T-2) This information should help students make informed choices when requesting specific training tracks or aircraft. Specific information should include mission duties, career path and advancement opportunities, and average TDY commitments.

8.2.2. Units will brief students that, under the current Total Force Absorption Plan, active duty graduates may be assigned to reserve component units. (T-2) Present the information via briefings, career days, and (or) other practical means. SUPT students will make their career requests on AF Form 3849, *PME/AFIT/RTFB/Officer Worksheet*, or local OG/CC-approved form. (T-3) **Figure 8.1** is an example AF Form 3849. **Note:** Inform students with special-needs dependents or other special circumstances to make these situations known to their chain of command.

Figure 8.1. Example AF Form 3849.

PME/AFIT/RTFB/OFFICER WORKSHEET					
PRIVACY ACT STATEMENT AUTHORITY: 10 U.S.C. 8013 and EO 9397. PURPOSE: To provide a vehicle for the officers to indicate his or her preferences. SSN is used for positive identification. ROUTINE USES: None. DISCLOSURE: Mail form to the appropriate office.					
PART I - MEMBER IDENTIFICATION DATA (MANDATORY)					
NAME (Last, First, Middle Initial)	SSN	GRADE	DAFSC/CORE ID	LOCATION	
SMITH, CLARK A.	123-45-6789	2 LT	N/A	VANCE AFB	
PART II - PREFERENCES					
1ST	T-1A				
2ND	T-38C				
3RD	TH-1H				
OVERSEA COUNTRY/LOCATION PREFERENCE					
	1ST	2ND	3RD	4TH	5TH
LOCATION					
PART III - MEMBER'S COMMENTS					
SIGNATURE		DATE		PHONE	
MEMBER'S SIGNATURE				DSN	COMMERCIAL
PART IV - COMMANDER'S/SUPERVISOR'S RECOMMENDATION (MANDATORY)					
REMARKS:					
REMARKS		ASSIGNED IP (CIRCLE ONE)		FLIGHT COMMANDER (CIRCLE ONE)	
PRIMARY ONLY					
Student recommended for:					
T-1A (Airlift / Tanker)	YES	NO	CONCUR	NONCONCUR	
TH-1H (HELO)	YES	NO	CONCUR	NONCONCUR	
T-38C (Bomber / Fighter)	YES	NO	CONCUR	NONCONCUR	
ADVANCED ONLY					
Student recommended for:					
FAIP DUTY	YES	NO	CONCUR	NONCONCUR	
SIGNATURE		DATE		PHONE	
FLIGHT COMMANDER'S SIGNATURE				DSN	COMMERCIAL

8.3. Merit Assignment Selection System:

8.3.1. FLT/CC or appropriate squadron representative will present a comprehensive briefing to each class to ensure understanding of the MASS methodology. (T-2) The FLT/CC or other appropriate squadron representative must ensure he or she subsequently briefs any student who is unavoidably absent. (T-2)

8.3.2. MASS generates a merit ranking which is an overall assessment of the student's airmanship and capability based upon demonstrated performance. It includes the FLT/CC's assessment of the student's flying skills, leadership, teamwork, officership, attitude, and potential to complete follow-on training.

8.3.3. A TIMS/GTIMS MASS transaction is required for each UPT class after the Primary (track selection) and Advanced (MWS assignment) Phases. (T-2) Run a finalized MASS to determine class merit order for each SUPT and ENJJPT class after the Primary and Advanced Phases. (T-2) The training unit must finalize the MASS prior to class phase graduation and after any and all intermediate MASS calculations are complete. (T-2) OG/CC ensures a finalized MASS is performed in TIMS/GTIMS. (T-2)

8.4. Computing MASS Standardized Scores. Use the following statistical methodology to compute MASS standardized scores. (T-2) Refer to [Figure 8.2](#) through [Figure 8.5](#) for MASS calculation formulas.

Figure 8.2. Mean ().

$$\mu = \frac{\sum_{i=1}^N X_i}{N}$$

Note: N is the number of students in the class, and X_i is the individual's score (academic examination average, daily maneuver score, check score, etc.).

Figure 8.3. Standard deviation ().

$$\sigma = \sqrt{\frac{\sum_{i=1}^N (X_i - \mu_x)^2}{N}}$$

Note: N and X_i are defined in the 'note' for [Figure 8.2](#), and μ_x is the mean score for the category (academic examination average mean, daily maneuver score mean, check evaluation score mean).

Figure 8.4. Z-Score (Z).

$$Z = \frac{X_i - \mu}{\sigma}$$

Note: Z-score is the number of standard deviations (σ) from the mean (μ).

8.4.1. T-score: $T = 50 + 10 (\text{z-score})$. T-scores are weighted according to these calculations. Add the weighted T-scores to compute the total merit score.

8.4.2. Compute maneuver (M) scores for daily flying and check performance based on the following formula:

Figure 8.5. M-Score (M).

$$\text{M score} = \frac{\text{M points received} \times 100}{\text{M points attempted}}$$

8.4.2.1. Each maneuver has scores for unable, fair, good, and excellent. Critical maneuvers are weighted more heavily (Landing is weighted more than aileron roll.). Weighted grade values for individual maneuvers are available in the maneuver grade files. For an incomplete sortie or a PC/EC sortie following a failed category check, the maneuver score is based on the first graded attempt of the maneuver.

8.4.2.2. AETC/A3FP determines subarea weights.

8.5. SUPT Merit Ranking. Use Preflight and Primary Phase data for track selection only. (T-2) Use only Advanced Phase data to determine assignment selection rank. (T-2) Use the MASS tables located on the AETC/A3F website, <https://www.my.af.mil/gcss-af/USAF/ep/globalTab.do?channelPageId=s6925EC13492A0FB5E044080020E329A9>. (T-2)

8.6. ENJJPT Merit Ranking. Assignment merit ranking is based on 40 percent T-6A and 60 percent T-38C performance. (T-2) Use the MASS tables located on the AETC/A3F website, <https://www.my.af.mil/gcss-af/USAF/ep/globalTab.do?channelPageId=s6925EC13492A0FB5E044080020E329A9>. (T-2)

8.7. Example Calculation. This example calculates the T-6A total score for SUPT. Similar methodology applies to the other UPT programs. Refer to [Table 8.1](#) through [Table 8.6](#)

8.7.1. **Category Check Maneuver Scores.** Compute using percentage score, multiply by weighting factor, and total. Use this total to compute a T-score for category check maneuvers.

Table 8.1. Category Check Maneuver Scores.

Midphase Contact	215 pts received/235 pts possible	=	$.91489 \times 100$	=	$91.489 \times .16$	=	14.638
Contact	228 pts received/235 pts possible	=	$.97021 \times 100$	=	$97.021 \times .28$	=	27.166
Instrument	232 pts received/235 pts possible	=	$.98723 \times 100$	=	$98.723 \times .28$	=	27.642
Formation	339 pts received/365 pts possible	=	$.92876 \times 100$	=	$92.876 \times .28$	=	26.005
Total Category Check Points							= 95.452
Note: Assuming the mean for this class's category checks is 93.422 with a standard deviation of 3.270, then this student's 95.452 total category check points yield a z-score of +0.6208, resulting in a category check maneuver T-score of 56.208.							

Table 8.2. Category T-Score

Category Check Score	=	95.452
Class Mean	=	93.422
Standard Deviation	=	3.270
z-Score	=	(+0.6208)
Category Check T-Score	=	56.208

8.7.2. Daily Performance Scores. Compute the daily performance scores using a T-score generated from student's daily maneuver percentage score.

Table 8.3. Daily Maneuver T-Score

Daily Maneuvers	(9600 pts received/14284 pts possible)	=	$.67208 \times 100$	=	67.208
				Class Mean	= 71.237
				Standard Deviation	= 5.941
				z-Score	= (-0.6783)
Daily Maneuver T-Score					= 43.218
Note: Assuming the mean for this class's daily maneuvers is 71.237 and a standard deviation of 5.941, then this student's 67.208 total points yield a z-score of -0.6783 resulting in a daily maneuver T-score of 43.218.					

8.7.3. Academic Scores. Students' academic test averages are used to compute their z-scores. Only the first test attempt counts in the student's academic test average. Instructors will ensure all retakes of failed academic tests are entered as retakes.

Table 8.4. Academic T-Score

Academic Test Average	=	96.891
Class Mean	=	96.060
Standard Deviation	=	1.886
z-Score	=	0.4406
Academic T-Score	=	54.406

Note: In this example, the student's academic test average is 96.891. Assuming the class average is 96.060 with a standard deviation of 1.886, then the resulting z-score is +0.4406 yielding an academic T-score of 54.406.

8.7.4. **FLT/CC Ranking.** Use the FLT/CC ranking scores to compute a z-score. In this example, we use a ranking of 5 out of 15 = 95.71.

Table 8.5. FLT/CC Ranking T-Score

FLT/CC Ranking (5th of 15)	=	95.710
Class Mean	=	92.500
Standard Deviation	=	4.652
z-Score	=	0.690
FLT/CC Ranking T-Score	=	56.90

Note: By design, the mean for all classes' FLT/CC ranking is 92.500. However the standard deviation varies depending on class size. In this case, we use a standard deviation of 4.652; then this student's 95.710 yields a z-score of +0.690, resulting in a FLT/CC ranking T-score of 56.900.

8.7.5. **T-6A Total Computation.**

Table 8.6. T-6A Phase Total

56.208	(Category Check T-Score)	×	.40 (weighting factor)	=	22.483
43.218	(Daily Maneuver T-Score)	×	.30	=	12.965
54.406	(Academic T-Score)	×	.10	=	5.441
56.900	(FLT/CC Ranking T-Score)	×	.20	=	11.380
T-6A Phase Total					= 52.269

8.8. SUPT Student Assignment Process. This section applies only to U.S. students at Columbus, Laughlin, and Vance AFBs.

8.8.1. Track Assignment Process:

8.8.1.1. **Overview.** Use the T-6A merit order to assist with assigning Advanced Tracks. (T-2) AETC/A3R will allocate and forward Advanced Track authorizations (T-1A, T-38C, and TH-1H) to each SUPT wing based on each wing's assignment-eligible students no later than five duty days before the Primary Phase completion date. (T-2) Tracks are

assigned during the last week of the Primary Phase after all assignment-eligible students have completed their category checks. (T-2)

8.8.1.2. Merit Order Calculation. Each OG/CC will compute the T-6A merit order for all students. (T-2) Each FLT/CC will rank assigned students using the Flight Commander Ranking Matrix at <https://www.my.af.mil/gcss-af/USAF/ep/globalTab.do?channelPageId=s6925EC13492A0FB5E044080020E329A9>. (T-2) Merge the two flight merit orders, producing a class standing (merit order) by total point score (no ties). **Note:** The official MASS score is always a full-class MASS. The TIMS/GTIMS student manager must identify the class as a single entity (for example, 0604 T-6A, not 0604 T-6A A FLT and 0604 T-6A B FLT) and then assign the students into their specific flights. Contact AETC/A3F for questions regarding MASS calculations.

8.8.1.3. Track Assignment Procedures:

8.8.1.3.1. Prior to track assignment, each assignable student will complete AF Form 3849, Part II, to indicate a preference order for advanced training. (T-2) The student's assigned IP will make a training recommendation for each track on the AF Form 3849. (T-2) **Figure 8.1** provides a sample AF Form 3849 including information needed in Part IV. The FLT/CC will concur or nonconcur with remarks. (**Note:** Remarks are required if the FLT/CC nonconcurs with the IP's recommendation. These remarks may be continued on the back of the form, if necessary.) Base the recommendation on each student's demonstrated skills and potential to complete advanced training.

8.8.1.3.2. The SQ/CC and FLT/CCs will convene and assign students to advanced training, as follows:

8.8.1.3.2.1. Rank students for advanced training in merit order.

8.8.1.3.2.2. Give the top 10 percent of graduates their first choice if available. (T-3) For example, in a class of 15 students, the top 10 percent would be 1.5 students. Round numbers 0.5 and above to the next higher number, making the top 10 percent (in this example) two students.

8.8.1.3.2.3. Use rank order listing and the student's AF Form 3849 to provide the best match of the student's skills, potential, desires, and available training quotas. (T-3) Students receive their first choice of an Advanced Track if it is available and if the individual student's IP and FLT/CC recommend the student for that track.

8.8.1.3.2.4. Go to the second (third, etc.) choice when the student's first choice is not available or the student is not recommended for that track. If that track is available and the student is recommended, assign the student to that track. (T-3)

8.8.1.3.2.5. Assign the quota for students not recommended for a specific training quota to a student recommended for that training, but previously assigned to another track (for example, a T-38C quota is unfilled, but remaining students are not recommended for T-38C training). (T-3) This frees up the training quota previously assigned but may require additional changes. In all cases, consider the

student's skill, potential, and desires as well as the needs of the Air Force when assigning advanced training.

8.8.1.3.3. The WG/CC is actively involved in the track selection process. The WG/CC is the approving authority to ensure students are assigned to SUPT tracks based on demonstrated potential to successfully complete the track. (T-2)

8.8.1.3.4. The OG/CC will forward copies of the final merit order and track assignment to AETC/A3RA within two duty days after final approval. (T-2)

8.8.1.3.5. Units will report any student bound for a fighter or bomber track with a MASS rating below 50 to AETC/A3FP and AETC/A3G or AETC/A3H, as appropriate. (T-2)

8.8.2. MWS Assignment Process. Students receive MWS assignments based on their potential to successfully complete required follow-on training. After receiving assignments from AFPC/DPAOT and not later than 11 duty days before the scheduled assignment night, AETC/A1KO will provide the SUPT WG/CCs with their respective assignment block and those of the other bases. (T-2) If an appropriate MWS assignment is not available in the assignment block, WG/CCs may work assignment swaps (within an assignment block) with other WG/CCs to better meet Air Force needs and student desires. WG/CCs may also request the assistance of AETC/A1KO to obtain an appropriate MWS assignment based on a suitable match with the student's skill and potential. Coordinate assignment swaps with AETC/A1KO and accomplish them before students receive their assignments. (T-2) AETC/A1K is the final approving authority for assignment block distribution between the SUPT bases. (T-2) Assignment night is no later than two weeks before graduation. Use the Advanced Track merit order to assist with MWS aircraft and location assignments, as follows:

8.8.2.1. Merit Order Calculation. The OG/CC will compute the T-1A and T-38C merit order for all students. (T-2) T-1A students must complete transition and navigation category checks to compete for assignment with their class. (T-2) T-38C students must complete transition, two-ship formation, and instrument/navigation category checks to compete for assignment with their class. (T-2) Contact AETC/A3F for MASS calculation questions.

8.8.2.2. MWS Assignment Procedures.

8.8.2.2.1. The FLT/CC will assess T-38C student performance no later than three weeks prior to assignment night. (T-2) If a student's demonstrated performance marks him or her as a better candidate for a crew aircraft, the FLT/CC will make every effort to secure a bomber slot for the student; however, the student may be assigned to fixed-wing aircraft outside the normal specialization based on the needs of the Air Force. (T-3)

8.8.2.2.2. Before assignment night, all assignable students will complete AF Form 3849 or local OG/CC-approved form, indicating (in order) their choice of MWS aircraft. (T-2) The assigned IP will make a first assignment instructor pilot (FAIP) recommendation for each student on AF Form 3849. (T-2) Base the recommendation on the student's demonstrated flying and interpersonal skills, maturity, and potential

to return as an FAIP. The FLT/CC concurs or nonconcurs (with remarks for nonconcur).

8.8.2.2.3. Identify FAIPs with a follow-on assignment to one of two generic tracks (fighter/bomber or tanker/airlift). (T-2) WG/CCs will **not** change this FAIP assignment process. (T-2)

8.8.2.2.4. The SQ/CC and FLT/CCs will convene and assign students MWS aircraft as follows:

8.8.2.2.4.1. Rank students in merit order for MWS aircraft. (T-2)

8.8.2.2.4.2. If available, the top 10 percent of graduates should receive their first choice. (T-3) For example, in a class of 15 students, the top 10 percent would be 1.5 students. Round numbers 0.5 and above to the next higher number, making the top 10 percent (in this example) two students. **Note:** Do not assign FAIP duty to the top 10 percent unless they specifically volunteer.

8.8.2.2.4.3. Use the rank order listing and the student's AF Form 3849 to provide the best match of the student's desires with available MWS aircraft. (T-3)

8.8.2.2.4.4. When a quota for an FAIP is unfilled and the remaining students are not recommended for FAIP duty, assign the quota to a student recommended for FAIP duty but previously assigned to another aircraft. (T-3) This frees up the aircraft previously assigned and may require additional changes. **Note:** Individuals are not usually selected for FAIP duty in an aircraft they did not fly in SUPT. The WG/CC requests exceptions to this policy and coordinates through AETC/A3F and AETC/A3R, with AETC/A2/3/10 approval.

8.8.2.2.4.5. For rated management reasons, do not assign FAIP duty to captains (as of graduation), even if they volunteer. (T-2)

8.8.2.2.5. The WG/CC is actively involved in actions affecting SUPT students in the assignment selection process and makes the final decision on the best match of student skill, potential, and desire with available aircraft. The WG/CC will provide a list of finalized assignment selections and merit rank order to AETC/A1KO not later than one duty day before the scheduled assignment night. (T-2)

8.8.2.2.6. AETC/A1KO will check assignment selections for potential errors and coordinate with the appropriate WG/CC for final release of student assignments. (T-2) AETC/A1KO will compile the results and forward them to AFPC/DPAOT no later than the following Monday after assignment night. (T-2)

8.8.2.2.7. Squadron supervisors will establish procedures to announce track and assignment drops. (T-3) In addition, they will closely monitor student performance after MWS assignment.

8.8.2.2.8. When appropriate, squadron, operations group, and wing personnel will work with AETC/A1KO to coordinate any assignment changes necessitated by post-MWS assignment performance. (T-3)

8.9. ENJJPT Student Assignment Process (U. S. Students):

8.9.1. Merit Order Calculation.

8.9.1.1. The FLT/CCs and Chief of UPT will compute the merit order for ENJJPT students. (T-2) The total point score determines class standing (merit order). Each FLT/CC will rank assigned students using the ENJJPT Officer Quality Evaluation and the preliminary MASS for that phase as a reference. (T-2) The Chief of UPT will then meet with both FLT/CCs for that ENJJPT class to merge the two flight merit orders, producing a class standing (merit order) by total point score (no ties) using the Flight Commander Ranking Matrix (paragraph **8.8.1.2**). (T-2)

8.9.1.2. The official MASS score is always a full class MASS. (T-2) The TIMS/GTIMS student manager must identify the class as a single entity (for example, 0604 T-6A, not 0604 T-6A A FLT and 0604 T-6A B FLT) and then assign the students into their specific flights. Contact AETC/A3F for questions regarding MASS calculations.

8.9.1.3. Each student must have completed the T-38C contact, transition, and advanced formation (2-Ship) category checks to compete for assignment with that class. (T-2) In case of unforeseen circumstances that prevent the completion of any one of these category checks by all students in the class, the OG/CD will determine what point in training to use as the cutoff for the MASS computation.

8.9.2. MWS Assignment Process:

8.9.2.1. AETC/A1KO will, after receiving assignments from AFPC/DPAOT, provide the assignment block to the WG/CC and inform the U.S. SNR four weeks before graduation. Match students to assignments according to ENJJPT procedures. Assignment night is no later than two weeks before graduation. (T-2)

8.9.2.2. Three weeks before assignment night, U.S. students will rank-order their choices of MWS aircraft on AF Form 3849 or local OG/CC-approved form and provide them to the FLT/CC. (T-2)

8.9.2.3. One week before assignment night, the assigned IP, FLT/CC, and MTO will review the AF Form 3849, make appropriate FAIP recommendations, and forward them to the student training FLT/CC. (T-2) For rated management reasons, do not assign FAIP duty to captains (as of graduation), even if they volunteer. (T-2)

8.9.2.4. The MTO, student training FLT/CC, and U.S. SNR (who coordinate as required with SQ/CCs) will convene and assign students to MWS aircraft using the guidance outlined for SUPT and ENJJPT. (T-3)

8.9.2.5. The WG/CC will approve and forward a copy of the final class merit order and MWS assignment matches to AETC/A1KO no later than one duty day before assignment night. (T-2)

8.9.2.6. AETC/A1KO will compile the results and forward them to AFPC/DPAOT no later than the following Monday after assignment night. (T-2) This completes all actions required to process the assignments.

Chapter 9

STUDENT AWARDS

9.1. Overview. The WG/CC will establish and maintain a program to present awards to students selected as outstanding in academics, military qualities, and flying training. (T-3) Duplicate awards may be presented for ties. AFI 36-2805, *Special Trophies and Awards*, governs appropriations for such awards. A wing awards council or similar process will nominate and select students for awards approved by the WG/CC. (T-2) ENJJPT Steering Committee Directive 3-1, *Student Administration*, and 80th FTW guidance determine ENJJPT student awards available only through the local Sheppard AFB intranet.

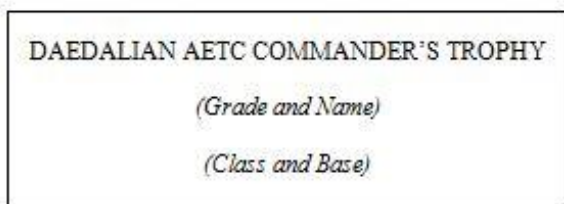
9.2. Distinguished Graduate (DG) Awards. Each OG/CC may select DGs from the students in each track of a class and present them a plaque during graduation. For each class, the OG/CC is the final approving authority for all awards. As a minimum, a DG award requires a student to be in the upper 10 percent of the graduating class. (T-2) Use MASS data from both the Primary and Advanced Phases. (T-3) If Primary Phase MASS data is unavailable, use only Advanced Phase MASS data. (T-3) Select DGs from the upper 10 percent of each track. (T-3) (Round numbers .5 and above to the next higher number.) If a DG is an ANG or AFRC member, notify AETC/A3G or AETC/A3H, as appropriate, as soon as possible to ensure appropriate representation.

9.3. Order of Daedalians AETC Commander's Trophy. (T-3) This award is presented to the student in each class with the highest MASS score from each track using the combined MASS data from the Primary and Advanced Phases of SUPT. The score is weighted using 40 percent Primary and 60 percent Advanced. If Primary Phase MASS data is unavailable, use only Advanced Phase MASS data. The OG/CC notifies the Order of Daedalians of the recipient's name before class graduation and presentation. The WG/CC (or designated representative) presents the trophies during the graduation ceremony. The trophy should be approximately 6 to 7-inch tall, cast bronze statue of an eagle with outstretched wings and talons, mounted on a 1 1/2-inch tall circular base. Trophy variations are authorized.

Figure 9.1. Order of Daedalians AETC Commander's Trophy



9.3.1. Attach a suitable brass plate to the base and engrave as depicted in [Figure 9.2](#)

Figure 9.2. Daedalian AETC Commander's Trophy Plate

9.4. Academic and Flying Training Awards. (T-3) The academic training award is presented to the student in each track with the highest academic MASS score for the Primary and Advanced Phases. The flying training award is presented to the student in each track with the highest combined daily sortie and category check sortie MASS scores for both the Primary and Advanced Phases. The OG/CC is the approving authority for these awards. If Primary Phase MASS data is unavailable, use only Advanced Phase MASS data to determine the academic/flying training award recipients.

9.5. Orville Wright Achievement Award:

9.5.1. This Daedalian Foundation award is given to the most outstanding SUPT or ENJJPT graduate of the quarter and consists of an engraved plaque and a citation presented by a member of the Order of Daedalians. Students of any military branch are eligible for this quarterly award.

9.5.2. Each UPT base may nominate one student per quarter. Send the nomination package to AETC/A3FP within 10 duty days after the end of the quarter. (T-2) Students must have graduated during the quarter nominated. (T-2) Nomination package should include a nomination memorandum from the WG/CC; a biographical sketch (optional); a copy of the nominee's Primary and Advanced Phase AETC Forms 240-5 and the forwarding address for the nominee's follow-on training unit. Do not include the nominee's social security number in the nomination memorandum.

9.5.3. An award board at AETC/A3F will select the award recipient. AETC/A3F will inform the nominating units, the gaining squadron commander, and the Order of Daedalians of the graduate selected for the award. The Order of Daedalians will forward the award to the appropriate base for presentation.

9.6. Awards to IMSs. As soon as possible after the decision is made to present an award to a SUPT IMS, the unit will notify the AFSAT/CC through the base IMSO. (T-2)

9.7. DG Awards:

9.7.1. Units will develop their own methods of identifying up to the top 10 percent of students in basic courses as DGs. (T-3) Classes of less than 10 may have one DG. Any fractions may be rounded upward. Commanders may elect not to designate a DG in a class.

9.7.2. DG programs recognize students who clearly excel during formal training. Formalize the DG program in local guidance. (T-3) DGs must demonstrate outstanding progress in each phase of academic, simulator, and flying training, and outstanding results in flying and simulator evaluations. The unit commander is the final approving authority for all awards. (T-3)

9.7.3. The DG will receive an AETC Form 499 (or locally approved substitute). (T-3)

MICHAEL A. KELTZ, Major General, USAF
Director of Intelligence, Operations, and Nuclear
Integration

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

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AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, 13 September 2010, and its AETC Supplement, 7 March 2013

AFI 11-290, *Cockpit/Crew Resource Management Program*, 15 October 2012, and its AETC Supplement, 22 March 2005

AFI 11-401, *Aviation Management*, 10 December 2010, and its AETC Supplement, 12 July 2012

AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Aviation Badges*, 10 July 2012

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AFI 33-328, *Administrative Orders*, 16 January 2007

AFMAN 33-363, *Management of Records*, 1 March 2008

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AFI 36-3207, *Separating Commissioned Officers*, 9 July 2004

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AETCI 11-406, *Fighter Aircrew Conditioning Program (FACP)*, 8 March 2012

AETCI 36-2205, Volume 1, *Formal Flying Training Administration and Management*, 7 November 2013

AETCI 36-2223, *Flying Training Student Information Management*, 30 March 2007

AETCI 36-2909, *Recruiting, Education, and Training Standards of Conduct*, 2 December 2013

AETCI 48-102, *Medical Management of Undergraduate Flying Training Students*, 5 November 2013

ENJJPT Steering Committee Directive 3-1, *Student Administration*

Prescribed Forms

AETC Form 6, *Waiver Request*

AETC Form 31, *Certificate of Aeronautical Rating*

AETC Form 39, *Solo Briefing*

AETC Form 41, *T-38C Emergency Procedures*

AETC Form 46, *T-6A Emergency Procedures*

AETC Form 99, *Student Pilot Personnel Data*

AETC Form 100A, *T-1A Emergency Procedures*

AETC Form 101, *Student Performance Summary*

AETC Form 139, *Record of Commander's Review Action (Undergraduate Pilot Training)*

AETC Form 140, *Record of Commander's Review Action (Graduate Pilot Training)*

AETC Form 238, *T-38C Solo Certificate*

AETC Form 240-5, *Summary Record of Training*

AETC Form 298, *Flight Briefing Critique*

AETC Form 1122A, *Summary Performance Report T-6A ALP/International/ENJJPT*

AETC Form 1122B, *Summary Performance Report T-38C SUPT/ENJJPT*

AETC Form 1122F, *Summary Performance Report T-1A SUPT*

Adopted Forms

DD Form 2496, *International Student Academic Report*

DA Form 4186, *Medical Recommendation for Flying Duty*

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 174, *Record of Individual Counseling*

AF Form 422, *Notification of Air Force Member's Qualification Status*

AF Form 475, *Education/Training Record*

AF Form 702, *Individual Physiological Training Record*

AF Form 847, *Recommendation for Change of Publication*

AF Form 1042, *Medical Recommendation for Flying or Special Operational Duty*

AF Form 1256, *Certificate of Training*

AF Form 3849, *PME/AFIT/RTFB/Officer Worksheet*

AF Form 4293, *Student Activity Record*

AETC Form 173, *Student Record of Academic/Nonacademic Counseling*

AETC Form 410, *High-Risk Activities Worksheet*

AETC Form 435, *Mishap Date Worksheet*

AETC Form 499, *Distinguished Graduate Certificate*

Abbreviations and Acronyms

AA—approving authority

ADCON—administrative control

AFI—Air Force Instruction

AFPD—Air Force Policy Directive

AFMAN—Air Force Manual

AFRC—Air Force Reserve Command

AFRIMS—Air Force Records Information Management System

AFSAT—Air Force Security Assistance Training

AGSM—antiG straining maneuver

ALP—aviation leadership program

AMD—average mission duration

AMP—airsickness management program

ANG—Air National Guard

ARMS—Aviation Resource Management System

AT—additional training

ATD—aircrew training device

CAI—computer assisted instruction

CAP—commander's awareness program

CC—commander

CD—deputy commander

CNATRA—Chief of Naval Air Training

CR—commander's review

CRM—crew resource management

CSI—civilian simulator instructor

CT—continuation training

CTS—course training standards

DG—distinguished graduate

DNIF—duty not including flying

DO—operations officer

DOR—drop on request
EC—elimination check
E-mail—electronic mail
ENJJPT—Euro-NATO Joint Jet Pilot Training
EP—emergency procedure
EPQ—emergency procedure quiz
ETCA—education and training course announcements
FA—fitness assessment
FAA—Federal Aviation Administration
FAIP—first assignment instructor pilot
FEF—flight evaluation folder
FLT—flight
FMS—foreign military sales
FOUO—For Official Use Only
FPC—final progress check
FTPA—flying training production analysis
G-LOC—G-induced loss of consciousness
GTIMS—graduate training integration management system
GTU—ground training unit
HARM—host aviation resource management, high-speed anti-radiation missile
IA—initiating authority
IAW—in accordance with
IFF—introduction to fighter fundamentals
IFS—initial flight screening
IMET—international military education and training
IMS—international military student
IMSO—international military student office/officer
IP—instructor pilot
IPC—initial progress check
ITO—invitational travel order
LOA—lack of adaptability
LOE—letter of evaluation

MASS—merit assignment selection system
MFR—memorandum for record
MIF—maneuver item file
MOA—manifestation of apprehension
MOU—memorandum of understanding
MTO—military training officer
MWS—major weapon system
NAS—naval air station
NGB—National Guard Bureau
OG—operations group
OSS—operational support squadron
OTA—oracle training administration
PA—privacy act
PC—progress check
PCS—permanent change of station
PFT—programmed flying training
PII—personally identifiable information
PIT—pilot instructor training
POC—point of contact
PT—physical training
RA—reviewing authority
RDS—records disposition schedule
RPA—remotely piloted aircraft
SATP—security assistance training program
SNR—senior national representative
SQ—squadron
stan/eval—standardization and evaluation
STUS—student squadron
SUPT—specialized undergraduate pilot training
TDY—temporary duty
TIMS—training integration management system
TM—TIMS/GTIMS manager

UCMJ—Uniform Code of Military Justice

UFT—undergraduate flying training

UPT—undergraduate pilot training

USAF—United States Air Force

URT—undergraduate remotely piloted aircraft training

VRD—vision restricting device

WCN—worksheet control number

WG—wing

Terms

Advanced Phase—The Advanced Phase (previously referred to as Phase 3) of UPT follows the Primary Phase and begins when the student starts training in the T-1A, T-38C, or TH-1H syllabus. The TH-1H Advanced Phase is also referred to as SUPT-H.

Course—The entire program of flying, simulation, and academics conducted in all media during the programmed training days as outlined in a specific syllabus.

Course Training Standards—The training standards describing the skills and degree of proficiency required of the course graduates.

Courseware—The technical data, textual materials, audio, video, film, computer instruction, instructor guides, student study guides, and other training material developed to support and implement the syllabus.

Graduate Pilot Training—Post UPT flying training conducted IAW a MAJCOM-approved syllabus such as Pilot Instructor Training, Senior Officer Qualification, and RPA Refresher Training. Graduate syllabuses have course identifiers starting with F-V5.

Medium—Media include aircraft, operational flight trainers, instrument flight trainer, unit training devices, weapon system trainers, ground training, and computer-assisted instruction.

Preflight Phase—Preflight Phase (previously referred to as Phase 1) of UPT precedes the Primary Phase. It begins on the class start date and ends when the class transitions to the flight line to train in the T-6A.

Primary Phase—Primary Phase (previously referred to as Phase 2) of UPT begins with the class transition to the flight line to train in the T-6A.

Student—An individual in a formal course of training. This is a generic term and when used in this instruction it encompasses students in both undergraduate and graduate formal courses unless specified otherwise.

Track—The Advanced Phase of SUPT is divided into three separate tracks (T-38C or fighter/bomber track, T-1A or tanker/mobility track, and TH-1H or rotary wing track).